

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXI., No. 25.]

SATURDAY, JUNE 24, 1865.

[WHOLE No. 1,523, VOL. XXXVIII.]

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American Railroad Journal.

New York, Saturday, June 24, 1865.

Legality and Effect of Regulation of Railroad Companies as to Passengers.

The safety and convenience of passengers as well as the interests of the company itself, demand the adoption and observance of rules and regulations for the guidance of its servants and the conduct of passengers. So long as such rules are just and reasonable, do not infringe the charter of the company, and do not conflict with the law of the land, they are binding.

The degree of care, circumspection and diligence required of railroad companies, implies, as is said by the court in one case, a degree of authority little less than absolute, in the direction and management of the trains in their progress over the road, and in regard to the time and manner in which passengers shall enter and depart from, and the condition upon which they shall remain in, the cars. (Hibbard *vs.* N. Y. and Erie R. R. Co. 15 N. Y. 454.) Such regulations as will enable a railroad corporation to execute its difficult and responsible duties, insure the comfort and safety of its passengers, and protect itself from wrong and imposition, it has an undoubted right to prescribe, provided such regulations are reasonable and just.

It has a right to require that passengers shall preserve order; that they shall be seated, and not

stand up in the passage-way or upon the platforms; and that they shall abstain from any act which tends to impede or interrupt the conductors and managers in the transaction of their business. A railroad company has also a right to prescribe how and at what place the passengers shall pay their fare or passage money, and what shall be the evidence to the conductor that such money has been paid, and of the passenger's right to ride upon the train. It may also require passengers to accept tickets temporarily, to exhibit them from time to time upon the request, and for the information, of the conductors; and to redeliver those tickets before leaving the cars. And regulations of this nature, which are necessary to insure the safety of the passengers themselves as well as to insure the payment of the regular fare, may be enforced by such reasonable means as the company may have at its command; for, without some measure of power to give them effect, such regulations would be of little avail. (Commonwealth *vs.* Power, 7 Mitc., 596; Hall *vs.* Power, 12 Id., 482; Hibbard *vs.* N. Y. and Erie R. R. Co., 15 N. Y. 455.) Thus in the last of these cases, the New York and Erie Railroad Company made a regulation requiring passengers to exhibit their tickets whenever requested by the conductor, and directed the ejection from their cars of those who should refuse to do so. The court held the rule to be a reasonable and proper one, and a passenger who refuses to comply with it, forfeits his right to be carried further, and may be rightfully ejected from the cars.

In the English case of Chilton *vs.* The London and C. Railway Co., 16 Mees. and W., 212, the passenger had lost his ticket, and the company detained the passenger. It was held that the bye law of the company providing that in default of the production of the ticket, the passenger should be liable to pay, for the whole distance that the train had traveled was repugnant to the common law, and the company was held liable in damages for detaining a passenger under such circumstances.

In this state, in the case of the People *vs.* Caryl, 3 Parker, 326, the court held that a conductor might eject a passenger from a car, not only for misconduct which was such as to disturb the peace and safety of the other passengers, but as

well for noisy and disgraceful conduct, such as grossly profane or indecent language. So he might for refusal to give up his ticket, on being requested by the conductor to do so, in accordance with the reasonable regulations of the road; and on a trial of the conductor for assault and battery, by reason of such ejection, the conductor might prove such regulations in justification of his conduct.

In another case, the company by its printed rules, prohibited its engineers from allowing any one, not in its employ, to ride upon the engine, and the plaintiff, though informed of the rule, prevailed on the engineer to admit him, and he rode upon the engine without the knowledge of the conductor, and paying no fare, it was held that the engineer's consent conferred no right, and that the plaintiff could not recover damages of the company for injuries sustained while riding in that place (Roberston *vs.* N. Y. and Erie R. R. Co. 22 Barb., 91).

The question is often raised, whether a certain regulation is reasonable and proper. We have already above given several cases in which the court has passed upon the reasonableness of certain regulations. The following are other cases. A regulation requiring passengers to surrender their tickets during the trip was held a reasonable one in the case of the Northern R. R. Co. *vs.* Page, 22 Barb., 130; and in the case of Beebe *vs.* Ayers, 28 Barb., 275, it was held to be a reasonable regulation that passengers choosing to stop and lie over must procure their tickets to be so indorsed as to make them a voucher for the conductor having charge of a subsequent train.

The New York Central Railroad is bound by the statute (Laws of 1857, 488) to keep its ticket offices open for one hour previous to the actual departure of each train, irrespective of the time tables for such departure. And in case the ticket office is not thus kept open, a passenger who applies for a ticket, while the office is closed, cannot be charged extra fare for want of a ticket under a regulation of the company. (Barb. 353.) In the same case, afterwards taken to the court of appeals, the court held that the conductor had no right to demand and receive the five cents in addition to the usual rate of fare. (26 N. Y. R. 523.)

In a recent case in Vermont, (Stilphin *vs.* Smith,

29 Vt. R.) it was held that railway companies have the power to make and enforce all reasonable regulations, in regard to the conduct of passengers and to discriminate between fares paid in the cars and at the stations, and to remove all persons from their cars, who persist in disregarding such regulations, in a reasonable manner and proper place although between stations.

But this may be controlled by general legislation of the state. And when a statute gives a railway company power to remove those who violated any of the bye-laws or regulations of the company from their cars, at the regular stations, this was held in the last case, to carry all implied prohibition from removing such persons at other points. So in a case in New Hampshire (*Hilliard vs. Gould*, 34 N. H. 230) it was held that where a railroad company establish and give notice of a discrimination between the amounts of fare paid at the station and in the car, a passenger who refuses to pay the additional sum in the car, may be ejected by the conductor, using no unnecessary violence. So in Connecticut where a passenger refused to surrender his ticket in exchange for a check according to the rules of the company, and without such surrender left the car, he was liable for the fare for the distance traveled by him, and the court say, the conductor might eject him, upon his refusal. (*Crockey vs. New London &c.* 24 Conn., 249.)

"GOOD FOR THIS TRAIN ONLY."

It has been held that a regulation requiring passengers to go through, in the same train, and that if one do not, requiring fare for the remainder of the route, is valid. (*Cheney vs. Boston and Maine R. R.* 11 Met., 121.) In this case, the passenger, when he bought his ticket, did not know of the regulation, but was informed of it in the cars, and his money offered to be refunded, deducting what he had traveled; but he refused to make the arrangement, and demanded his ticket, in exchange for the check which had been given him marked "good for this trip only." He stopped by the way and went on the same day in the next train; and when he presented his check it was refused, and fare demanded, which he was obliged to pay. The court held the passenger could not recover the money of the company, and that it made no difference whether the plaintiff were aware of the regulation or not, at the time he purchased his ticket. He was bound to inform himself, or accept of the ticket, for what it entitled him to demand, by the rules of the company. A similar result is arrived at in a late case in New Jersey, *Slate vs. Overton* 4 Zab. 434. In *Pier vs. Pinel* 24 Barb 514, a case in this state, where a person was put off the cars of a railway company, for refusal to pay fare, having, and offering to the conductor a ticket of the company, dated a few days before, and marked "good for this trip only," but unutilized, as was the practice of the conductors upon that road, where a ticket had been used; it was held that the ticket was *prima facie* evidence that the holder had paid the regular fare for it, and of his right to be transported, at some time, between the places specified, on some passenger train; and if unutilized, the presumption was, that it had never been used, and that it imposed upon the company the duty to so transport the holder.

It was also held that the endorsement, "good

for this trip only," had reference to no particular trip, or any particular time, but only to some one continuous trip. That the passenger might demand a passage, as well on a subsequent day as the one upon which the ticket bore date and was issued. "This decision seems to us not precisely to meet the whole question involved in the case, that is, whether such a regulation, as was claimed to be evidenced by the ticket, and the endorsement, was a valid and binding regulation. There can be no doubt such a regulation exists upon many of the roads, in this country, and that such a ticket is understood, by the community generally as entitling the holder only to a passage on that day, at most, if not on the very next train.

We very readily perceive that the form of the ticket is susceptible of the construction put upon it by the court. But we are satisfied, that is not the intention of those who issue such tickets, or of those who buy them, as a general thing, we should have been gratified to see the main question grappled with.

We do not intend to intimate any question of the general soundness of the views expressed in this case, upon what we regard as the true construction of the ticket. We are inclined to think they are sound. For it seems to us to be contrary to the first principles of justice and equity, that if the passenger is, for sufficient cause delayed, or hindered from going, according to his expectation at the time he pays his fare, that he should thereby lose all benefit of the payment when he also desires to go. The company may not be bound to refund the money, but they are certainly bound, upon general principles, to allow the holder of the ticket the benefit of his unused portion of it, deducting of course any loss or inconvenience to them by reason of the contract not being carried into effect, according to its terms. And any regulation of the company, which should deprive the passenger of this benefit would operate a forfeiture, which no court of justice will favor where the passenger is not in fault. It seems, in principle, to be controlled by the rule of law applied to work done upon the company's road but not according to the contract, and which nevertheless the company are benefitted by, to a certain extent. In such cases the company must pay for the work at its value to them, that is, deducting all losses, in consequence of it not being done as stipulated."

PUBLICATION OF RULES AND REGULATIONS.

It is necessary that the company's rules and regulations adopted for the conduct of passengers, should be so conspicuously posted or otherwise be made known to the passenger, that the latter could not reasonably plead ignorance of them. On a breach of a rule by a passenger, it is the duty of the conductor or other officer to inform the passenger thereof, or to bring it in some way to his notice. If after such notice, the passenger persists in his conduct, the officer of the company may take such action as the rule of the company requires.

MANNER OF EJECTING A PASSENGER.

In complying with the commands of the company to eject a passenger for his breach of the regulations of the road, a conductor is bound to use no unnecessary violence, and he is liable to an action for any brutal assault upon a passenger. The conductor or other officer of the company in ejecting a passenger, is protected so far only as he

acts within the strict letter of his authority; and only so far as his acts were necessary to eject the passenger.

In regard to the place of putting a passenger off a train, some of the states have provided by statute that the passenger shall be put off, when necessary, at stations only, or within a short distance of a dwelling house.

In Illinois, a passenger refusing to pay his fare on a railroad train may be ejected at any usual stopping place, but not elsewhere. (*Chicago &c. vs. Parks*, 18 Ill., 460).

In New York, the statute provides that "if any person shall refuse to pay his fare, it shall be lawful for the conductor of the train, and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place or near any dwelling house, as the conductor shall elect, on stopping the train." But it has been held under this statute, that when a train has been stopped for the purpose of putting out a passenger who refused to pay his fare, the right of the conductor to put him out was not taken away by his then offering to pay the fare. (*People vs. Idilon* 3 Parker, 234.) But, as before remarked, a conductor is responsible for any excess or improper kind of force, even in the lawful expulsion of a passenger.

The Morris and Essex Railroad Company are making arrangements to change the location of their principal offices from Newark to the depot buildings at Hoboken. The superintendent and assistant superintendent are already at Hoboken, and in a short time the treasurer, freight agents, etc., will be there also.

Lehigh Coal and Navigation Company.

The shipments of coal by canal for the years ending December 31, 1863 and 1864, were as follows:

	1863.	1864.
Shipped at Mauch Chunk.....	458,939	446,718
East Mauch Chunk.....	240,618	311,369

Total, tons of 2,240 lbs..... 699,557 758,087
—showing for 1864 an increase of 58,530 tons over the shipments of the previous year. During the year, the rates of toll on coal were advanced from one cent and a quarter per ton per mile to one cent and a half, and afterwards to one cent and three-quarters per ton per mile.

The distribution of coal carried on canal was as follows:

	1863.	1864.
Consumed on the line of the Lehigh Canal.....	114,164	93,039
Passed into the Morris Canal at Easton.....	208,396	194,096
Passed into the Delaware Division Canal.....	376,996	470,952

The coal that passed into the Delaware Division Canal divided itself thus—

Consumed on the line of the canal	24,419	27,426
Entered the Del. & Raritan Canal	196,559	241,201
Reached tide-water at Bristol....	156,017	202,325

The total amount of freights of all kinds (tons) carried on the canal is shown in the following table:

	Ascending.	Descending.	Total.
1864.....	122,521	739,162	861,683
1863.....	145,677	800,539	946,216
Inc. in 1864..	23,156	61,377	84,533

The Lehigh and Susquehanna Railroad, over

which no through trains had been run since the flood of 1862, there being no improvement to connect with at White Haven, was re-opened at the end of June 1864, to be worked in connection with the Penn Haven and White Haven Railroad, just then finished and since incorporated with the Lehigh Valley Railroad. It has been in constant operation since then, and the business offered has been vastly in excess of the supply of cars. The freight transported over it, and the Nanticoke Railroad, which connects with it, and is leased to the company, was as follows, viz:

	Going North.	Going South.	Total.
Coal.....	18,195.00	94,979.65	113,174.65
Flour.....		31.85	31.85
Lumber....	246.60	9,987.35	10,233.95
Iron.....	550.00		550.00
Merchandise	20.90	103.50	124.40

Total tons... 19,012.50 105,102.35 124,114.85

The coal going north, 18,195 tons, was transported from the planes to the Wyoming Canal.

The number of passengers carried was 18,566 of which 17,694 were through and 872 way passengers.

The yield of the company's coal mines for the years 1863 and 1864 was as follows;

	1863.	1864.
<i>Mined on Company's account—</i>		
Panther Creek, Summit, and Old Tunnel Mines.....	380,303	379,727
<i>Mined under leases from Company—</i>		
East Lehigh Mine.....	30,387	
Room Run Mines.....	80,166	92,738
Tamaqua Mines.....	25,816	32,685
Old heaps.....	588	12,030

Total tons..... 517,259 517,180

The yield of 1864 was sent to market over the following lines:

	via Lehigh Canal.	via Lehigh Valley R. R.	Other- posed of.
Panther Creek, &c....	347,982	25,096	6,649
Room Run.....	86,706	5,656	376
Tamaqua.....	32,685		
Old heaps.....	12,030		
Total.....	479,403	30,752	7,025

The earnings and expenses for 1863 and 1864 compare as follows:

	1863.	1864.
Rents and sales of real estate.....	\$25,880 48	\$25,299 80
Sales of Contingent Fund Securities....		29,526 40
Coal sold, including mine rents.....	759,679 61	960,325 22
Tolls on Canal, less expenses of collection	346,728 89	497,820 15
Tolls and transportation on Railroad including car service.	20,405 17	47,610 45
Total earnings....	\$1,152,694 15	\$1,560,582 02
State Tax on capital stock.....	\$7,439 85	\$17,181 80
Balance of interest account.....	121,670 09	119,928 47
Cost of repairs and improvements.....		101,245 06
Total expenses...	\$129,109 94	\$238,805 33
Net earnings.....	\$1,023,584 21	\$1,322,276 69
Add balance to credit of profit and Loss Jan. 1.....	2,176,109 69	3,821,840 18
	\$4,199,693 90	\$5,144,116 87

Which is chargeable with repairs, &c., rendered necessary by the great freshet of 1862.....	\$229,056 72	\$.....
Dividends and tax...	148,797 00	357,880 79
Capital stock for the conversion of the 36,060 shares of scrip, by decree of the Supreme Court in March 1864, at \$50 per share.....		1,803,000 00
	\$377,853 72	\$2,160,880 79

Balance to credit of profit and loss, Dec. 31..... \$3,821,840 18 \$2,983,236 08

The following exhibits the financial condition of the company at the end of the years:

	1863.	1864.
Capital stock.....	\$2,479,950 00	\$4,282,950 00
Loans (funded debt)...	2,786,681 92	2,846,881 92
Floating debt.....	453,293 02	1,200,321 30
Unpaid dividends...	8,621 98	16,060 07
Arrears of interest...	53,123 34	51,470 38
	\$5,781,670 26	\$8,397,683 67

Balance to credit of profit and loss.... 3,821,840 18 2,983,236 08

Total..... \$9,603,510 44 \$11,380,919 75

Canal and river improvements..... \$4,455,000 00 \$4,455,000 00

Lehigh and Susquehanna R. R..... 1,389,988 37 1,917,895 35

Real estate, mine and other lands, mine &c., and works at Phila. &c..... 1,729,851 91 2,072,984 50

Moveable effects: debts due, bills receivable, bonds and mortgages, etc.... 1,235,526 28 2,128,112 02

Contingent Fund, cost of investments including securities constituting the fund of \$500,000 specially pledged for the payment at maturity of the outstanding balance of the loan of 1870..... 680,372 02 640,952 02

Cash on hand..... 112,771 86 165,975 86

Total..... \$9,603,510 44 \$11,388,919 35

The indebtedness of the company at the end of 1863 and 1864 comparatively, is shown in the following summary:

	1863.	1864.
6 p. c. Loan, due Mar. 1, 1870.....	\$2,786,681 92	\$414,607 77
6 p. c. Loan, due April 1, 1884.....		2,430,274 75
Total.....	\$2,786,681 92	\$2,846,881 92

Increase of funded debt..... \$60,200 00

" floating debt..... 747,028 28

" dividends and int. unpaid 5,785 13

Increase of debt & liabilities in 1864. \$813,013 41

Increase of stock in 1864..... 1,803,000 00

Total increase of debt and stock.. \$2,616,013 41

In explanation of the increase in the floating debt it is proper to remark that the long established terms of payment, for mining and preparing the company's coal, are one-third cash and two-thirds in acceptances at three and four months without interest. The amount of such acceptances outstanding at the end of the year 1864, was necessarily largely increased by the fact that

the prices paid for mining and preparing the coal were very nearly three-fold what they were formerly.

The property and assets of the company in the meanwhile were increased by a total of \$1,777,409 31 arising from the following items of disbursement, exclusive of all renewals and repairs

Lehigh and Susquehanna Railroad—
Extensions and improvements..... \$527,906 98

Real Estate—
Purchase and improvement of lands 343,132 59

Moveable Effects—
Boats, cars, engines, supplies, coal on hand, &c..... 853,165 74

Balance of cash on hand..... 53,204 00

Total increase of property and assets. \$1,777,409 31

The following table exhibits at one view the cost of the company's works, and the earning yearly for the last twenty years:

Years.	Cost of works, lands, mines, &c.	Gross Earn- ings.	Total Ex- penses.	Net Earn- ings.	Divi- dends.
1845.	\$6,628,891	\$373,896	\$39,488	\$334,408	..
1846.	6,821,975	488,004	78,269	414,735	..
1847.	7,017,865	575,416	102,906	472,510	..
1848.	7,160,033	473,721	102,790	370,931	..
1849.	7,172,290	575,223	88,482	491,741	..
1850.	7,188,228	607,176	179,852	427,324	..
1851.	7,182,249	645,210	248,172	397,038	..
1852.	7,142,876	722,999	153,366	569,633	6
1853.	7,015,998	804,715	184,259	620,456	6
1854.	7,116,901	1,090,652	167,136	923,516	6
1855.	7,169,727	1,019,271	209,125	810,146	6
1856.	7,241,654	864,657	237,176	627,481	6
1857.	7,263,971	593,290	127,126	466,164	6
1858.	7,228,273	595,857	92,197	503,660	6
1859.	7,228,789	672,688	97,763	574,925	6
1860.	7,288,264	753,318	88,091	670,227	6
1861.	7,357,473	528,246	201,314	326,932	6
1862.	7,454,365	307,347	123,487	183,860	6
1863.	7,574,840	1,152,694	129,110	1,023,584	6
1864.	8,445,880	1,560,582	238,305	1,322,277	10

A meeting of the stockholders of the Toledo and Wabash Railway Company will be held in Toledo on the 28th inst., for the purpose of taking into consideration a contract for consolidation of the said company with the Great Western Railroad Company of 1859, the Quincy and Toledo Railroad Company, and the Illinois and Southern Iowa Railroad Company, which contract has been duly approved by the Board of Directors, and will be submitted at said meeting for approval and ratification.

Telegraph communication is now open with Marquette, Lake Superior, via Green Bay, Oconto, Peshtigo, Menominee and Escanawba, thence along the Peninsula Railroad to Marquette, Michigan. The new line constitutes a part of the Northwestern Telegraph (formerly Wisconsin State Line.)

The Cincinnati and Indianapolis Junction Railroad has just been completed and its formal opening celebrated. It extends from Connersville to Cambridge City, and traverses some of the finest agricultural counties of Ohio and Indiana.

The Richmond Times of 17th inst., that the Virginia Central Railroad bridges over Ravena, Moor's Creek and Mechanics River, are progressing, and hopes are entertained that the whole road will be in operation in four weeks.

The Orange and Alexandria Railroad is being repaired from Charlottesville to Lynchburg. Cars are now running from the latter place to Lye River, thirty miles.

Railroads of Iowa.

The following is a comparative statement of the mileage and gross earnings of the railroads of Iowa in the years 1863 and 1864:

	1863.		1864.	
	Miles.	Earnings.	Miles.	Earnings.
Burlington & Missouri River.....	75	\$302,314	75	\$390,237
Cedar Rapids and Missouri River..	84	103,062	98	236,189
Chicago, Iowa and Nebraska	82	236,400	82	425,960
Dubuque South-western.....	44	36,128	44	63,630
Dubuque & Sioux City	99	275,096	99	398,238
Mississippi & Miss..	157	348,608	157	603,209
McGregor Western ..	40	51,834		
Des Moines Valley.	89	227,024	114	318,895
Keokuk, Mt. Pleasant and Muscatine	25	41,914	25	66,103
Total	626	\$1,570,546	781	\$2,553,699
" in 1863	626	1,570,546		
" in 1862	579	1,109,846		

Petroleum.

It is a peculiarity of the American people, that whatever their hands find to do, they do with all their might. This is a peculiarity so marked and so general that it distinguishes them from all other nations, and is the great secret of their industrial prosperity. The prosecution of the petroleum business is characterized by this trait. But a short time has elapsed since the discovery of rock oil in the United States. It was known to have existed for hundreds of years in the East Indies, but the world was but little the better for it. Naphtha, as it was best known, formerly was found in Rangoon on the Irrawaddy River, and in Persia; it has been found also in Germany, and even in Derbyshire, England. But nothing of much importance has come out of it there. The naturalists and chemists believe it is the production of heat and pressure in the earth on organic matter.

At any rate when it was discovered in Pennsylvania it was not permitted to remain unnoticed. Companies were rapidly formed, locations secured, borings commenced, and at once millions of gallons were brought forth from the depths to become an article of use, merchandise and commerce. Villages and towns rose around the oil wells as if by magic. Where the capital came from was not inquired or debated, nor from whence the population sat in. The work went on.

It is well-known that oil wells had been sunk at Enniskillin in Canada West, but they were not operated with much vigor. American enterprise and capital have even there been the chief reliance; but in Pennsylvania, and latterly in Western Virginia have we seen the most remarkable results of the discoveries.

The press, always vigilant in this country on public matters, has not failed to record the history and success of most of the enterprises connected with this production, so that in this particular we should have nothing to add even if we had the space for the information, but recently attempts have been made to apply the science of statistics to this new industry, and with considerable success. In Philadelphia a large and elaborate volume has just been published giving a full account of all the known wells and companies in this country, their localities, capital, Boards of

Directors and officers, and we are now able to give an abstract of them and place it on record.

The capitals of these companies vary from \$5,000 to \$10,000,000, many of them being well watered from the start, and making more money for those who did not bore than those who did. The dividends have ranged from 25 to 30 per cent. per annum down to nothing at all, which latter is likely to be the ruling rate with many of these companies.

At the close of the month of March last, the following statement gave a fair idea of the business and the number, localities and capital of the companies:

	No. of Companies.	Amount of par capital.
In Philadelphia	436	\$230,885,000
In New York	220	214,400,000
In Pittsburg	91	22,930,000
In Boston .....	..	3,000,000
In Baltimore .....	..	2,000,000
In Chicago .....	..	5,250,000
In Detroit, Michigan ..	..	500,000
In Erie, Pa.	4	*1,500,000
In Titusville, Pa.	3	*4,750,000
In Washington, D. C.	2	700,000
In Indiana	7	1,780,000
In Kentucky	81	†24,000,000
In Ohio	103	25,373,500
In places not enumerated ..	..	7,500,000
Ninety-two companies in New York, Philadelphia & Pittsburg, whose capital is not published, estimated .....	..	36,000,000
Total .....	..	\$580,568,500

*About. †Estimated.

It thus appears that, at the close of March, there were companies organized in the United States, the combined par capital of which amounted to over \$580,000,000. At the present time, the aggregate stands, no doubt, at fully \$600,000,000. The total number of companies in existence, at the beginning of this month, was 1,085, and their average par capital, \$535,000.

It may be of interest here to give the following comparison of the average currency price of crude oil and refined, at New York, during 1862, 1863 and 1864:

	1862.	1863.	1864.
	cts.	cts.	cts.
Crude	20½	28	41¾
Refined in bond	36½	44¼	64¾

The following statement shows the receipts and shipments of petroleum and its products at New York during 1864:

	Received.	Shipped.
	bbls.	bbls.
Crude, oil	442,501	189,841
Refined	258,887	336,244
Naphtha	9,627	6,793
Tar, etc.	9,096	723
Total	720,111	533,601

This comparison affords a fair indication of the proportion in which the several forms and products of petroleum are produced.

It is thus apparent that the price has actually advanced notwithstanding the great increase of production likely to be extended by the reported discovery of the oil in localities very widely separated, and in many of the Middle and Western States. Geologists are everywhere looking for the formations in which it is found, and as these are entirely independent of the coal systems contrary

to former opinion, the discovery of these at an economical working depth will lead to the further prosecution of researches by adventurers.

The extensive use of the article for illumination must continue to make it one of great demand and profit. Already whale oil is almost superseded in the hot countries by the use of petroleum. A large trade in the article for South America has sprung up, and as its attendant and consequence immense quantities of lamps and chimney glasses are exported with it. American ingenuity has also been exercised to find the best kind of kegs in which it can be transported without loss, and the latest and most striking forms of these are metallic casks, which can be slung on the backs of mules to be carried from the coast over the Andes to towns in the interior. In this oil and even in its refuse, the chemists have found dormant materials for the most splendid colors. Just as out of the most ignoble substances the chemists have discovered the elements of the most delicious perfumes, so out of this greasy and stiffing oil are obtained the most magnificent hues equal to the finest produced by Nature in her gayest parterres, and which transferred to silks give to the costume of our women, an unprecedented brilliancy, or the most delicate tints and shades.

Here then is another wonderful development in our country adding millions annually to its wealth in a new direction, and where least expected. If cotton ever really was King, it is nearly dethroned by this new offspring of our soil, with oily face and hands, which has sprung out of the depths of the earth, and claims his right to be henceforth considered the equal of cotton, tobacco, sugar and rice.

The great ease with which capital to the extent of six hundred millions has been raised in a short time for the production of petroleum, one-fifth of the whole National debt, is significant of the power and the growing means of the Nation.

The stockholders of the Shore Line Railroad met in New Haven on the 10th inst., for the purpose of authorizing the directors to issue seven per cent. mortgage bonds to the amount of \$200,000. The following resolutions were introduced and carried nearly unanimously:

Resolved, That the Directors of the Shore Line Railway be and are hereby authorized to issue bonds bearing interest at seven per cent., payable semi-annually, for two hundred thousand dollars to pay off the debt incurred by the late Trustees, and to make such further improvements and purchase such additional material as may in their judgment be necessary for the successful running of the road; and that the Directors be further authorized to secure said bonds by a first mortgage on the Shore Line Railway and all their property, rights and franchises, as provided by law; said bonds to be dated July 1, 1865, and to be payable fifteen years after date.

The following was also carried upon a stock vote, the vote standing 1,980 for and 335 against:

Resolved, That the bonds to be issued be offered in the first instance to holders of second and third mortgage bonds issued by the New Haven and New London Railroad Company, such preference to cease after the lapse of such time as the Directors shall appoint.

Great efforts are being made to push forward the Grand Rapids and Indiana Railway, and the prospect is said to be encouraging.

Interest and Dividends.

The Michigan Central Railroad Company have declared a dividend of \$4 per share in cash, free of Government tax, and \$6 in stock, fractions to be paid in cash at par, payable July 1, in New York, Boston and Detroit.

The Boston and Maine Railroad Company has declared a dividend of 4 per cent., payable July 1.

The Boston and Worcester Railroad Company announce a dividend of 4½ per cent., payable July 1.

The Boston and Lowell Railroad Corporation will pay a dividend of 2 per cent., or \$10 per share on the 30th June.

The Western Railroad Corporation has declared a dividend of 4 per cent., payable July 1.

The Eastern Railroad Company has declared a dividend of 3 per cent., payable July 1, and the Eastern (New Hampshire) Railroad one of 3 per cent., payable July 1.

The Old Colony and Newport Railroad Company has declared a dividend of \$4 per share, payable July 1.

The Connecticut River Railroad Company has declared a semi-annual dividend of 4 per cent., payable July 1.

The coupons of the Central Pacific Railroad Company of California, due July 1st, will be paid by Eugene Kelly & Co., 36 Wall street.

Coupons Nos. 10, 20 and 21 of San Francisco bonds, due July 1st, will be paid by Lees & Waller.

A semi-annual dividend of three and a half per cent. on the capital stock of the Mercantile Mutual Insurance Company will be paid at their office on and after the 1st of July.

The Columbian Marine Insurance Company will pay, 1st July, a dividend of 3½ per cent.

Philadelphia and Erie R. R.

The stockholders of the Philadelphia and Erie Railroad Company will be glad to learn of the rejection by the Board of Managers on Saturday last, of the Act of Assembly, authorizing them to issue a preferred stock for an amount equal to the completion of some unfinished work on the line of road and at Erie harbor. A very satisfactory arrangement, we understand, was at the same time concluded with the Pennsylvania Railroad Company for the purchase of some of the Philadelphia and Erie mortgage bonds, which will enable the Company to finish up all its work without the issue of any of its reserve stock. Arrangements, were informed, are made to so thoroughly stock this important thoroughfare as to enable it to meet its growing trade. The fast through-line about to be placed on the road, it is contemplated to run through to Erie in eighteen hours, connecting with a through line at Milton from New York to the West, over the New Jersey Central, Lehigh Valley, and other connecting links, thus forming the shortest route to the West from New York. The freight traffic on the Philadelphia and Erie road is large, and when met by a full supply of power and cars, as contemplated by existing arrangements, will much increase, to the advantage of the road and the northern section of the State, as well as to the trade of Philadelphia.—*Phila. Ledger*, June 21.

The value of personal property in Cincinnati in 1865 is \$48,524,313, against \$34,148,719 in 1864—an increase of \$14,375,594. In Hamilton County, exclusive of Cincinnati, the valuation is \$8,850,137, against \$6,981,069 in 1864—an increase of \$1,869,068. Including the city and townships, the valuation of personal property in 1865 is \$57,374,450, against \$41,129,798 in 1864—an increase of \$16,244,652.

Receipts at Tide Water.

The quantity of flour, wheat, corn and barley left at the tide water from the commencement of navigation to the 31st May, inclusive, during the years 1864 and 1865, was as follows:

1864 ..	51,700	2,450,400	560,400	90,100
1865 ..	64,900	403,800	560,500	90,800

Inc. ... 13,200 Dec. 2,046,600 Inc. 100 Inc. 780

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a deficiency equal to 395,520 brls. flour.

The following comparative table shows the quantity of some of the principle articles of produce left at tide water from the commencement of navigation, to and including the 31st May instant, in the years indicated:

	1863. May 1.	1864. April 30.	1865. May 1.
Canal opened—			
Flour, brls.	130,700	51,100	64,900
Wheat, bus.	2,625,600	2,450,400	433,800
Corn, bus.	3,224,300	369,400	560,500
Barley, bus.	46,600	98,100	99,800
Malt .....	.....	.....	92,100
Oats, bus.	1,327,000	1,180,000	1,741,000
Rye, bus.	42,800	22,500	20,800
Beef, brls.	4,607	1,900	2,990
Pork, brls.	124,807	11,500	6,810
Bacon, lbs.	908,700	316,600	784,600
Butter, lbs.	5,700	600	8,500
Lard, lbs.	9,284,700	130,300	360,500
Cheese, lbs.	325,700	.....	4,300
Wool, lbs.	1,800	7,500	16,100

Leesport and Moselem Railroad.

The Leesport and Moselem Railroad Company, incorporated by the legislature last winter, has been fully organized, and Nicholas Hunter, Esq., of Moselem Furnace, Berks County elected President. The stock of the Company has all been promptly subscribed for, and the immediate making of the road depends upon the promptness with which the bonds of the company are taken. This road will be of some importance to the interests of this region by opening a new section of country, and a more direct route to the Lehigh, and therefore commends itself to the consideration of our business community. The road commences at Leesport on the Philadelphia and Reading Railroad, eight miles above Reading, and extends to Topton on the East Pennsylvania Railroad, opening a new avenue to New York and new means for supplying local demands. The Company will issue six per cent. bonds, guaranteed by the Philadelphia and Reading Railroad Company, and receivable to the extent of 33¾ per cent. thereof in payment for freight on merchandise passing over the Leesport and Moselem Railroad, or over this road, and the Philadelphia and Reading Railroad. As a mere investment the security of these bonds is of course undoubted, in addition to which the taking of them will insure the immediate making of this important road.—*Pottsville Miners' Journal*.

At a meeting of the stockholders of the Cumberland Valley and Franklin Railroad Companies, held at Chambersburg on the 31st of May last, the agreement previously entered into between and by the boards of managers of said companies to merge both companies into one under the charter of the Franklin Railroad Company was unanimously sanctioned. One consolidated road now extends from Harrisburg, Pennsylvania, to Hagerstown, Maryland, a distance of seventy-eight miles.

There appears to be but little doubt that the contemplated air line railroad from Indianapolis to Chicago will be commenced before the close of the present season.

A contract has recently been completed in New York between Francisco Farraya, Consul General for the United States, representing the United States of Bogota, South America, and a firm composed of residents of New York, for the erection of a line of electric telegraph, to connect Bogota with Nare. The communication, when completed, will be from the city of Bogota, via Ambelema and Honda, along the banks of the river Magdalena, to Nare, which latter place, for some time, will remain the terminus of the wire. This is the first attempt at the introduction of the magnetic telegraph into South America, and is only the initial movement, which will probably result in connecting the States of that Republic with the United States. The new line of telegraph is to be completed and in effective working within six months from the present time. The contractors are Messrs. Davison, Styles and Woolsey.

An interesting point has just been decided by the Supreme Judicial Court of New Hampshire, at Manchester, in an action brought against Messrs. Hill & Co., expressmen. It seems that a package of clothing was sent to Derry by defendants' express, which was refused by the party to whom it was sent on the ground that it was not what he bought. The cash on delivery which this party had paid was handed back and the package returned to the plaintiffs, who refused to receive it, and demanded \$24 which had been paid for it but refunded by the express company's agent. The court held that the defendants were not liable, and that when a package is delivered to an express company marked "cash on delivery," the consignee is entitled to a reasonable time to examine its contents, before he makes his election to take it and pay the price.

A new railroad project started in Salisbury is to link Millerton station on the Harlem road with the Housatonic at Sheffield, Mass., a distance of fifteen miles. This, it is said, would give an unbroken air line route from a point near the southern boundary of Vermont to New York, and shorten the distance to New York from Berkshire County, Mass., by 30 miles; and, moreover, Salisbury could then move the 20,000 tons of iron ore (which is now conveyed by horse power) by rail.

At the annual meeting of the stockholders of the Mississippi and Missouri Railroad Company, held at Davenport, Iowa, on the 5th instant, the following gentlemen were elected directors for the ensuing year: General John A. Dix, Geo. T. M. Davis, John Elliott, Geo. H. Stanton, Jr., Blakely Wilson and David Jones, of New York; Hiram Rice, J. B. Grinnell and Ebenezer Cook, of Iowa.

A project is said to be on foot to build a railroad from Holly to Monroe, Michigan, forty miles—thus connecting Saginaw and Toledo and Cincinnati.

Silas Seymour, Esq., has relinquished the position of engineer of the Potomac aqueduct, for the purpose of assuming the duties of consulting engineer of the Union Pacific Railroad.

It is said that John Bridgeford, of Albany, has been awarded the contract, by the Cohoes Company, for building the new dam across the Mohawk river. It is to cost \$200,000.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.
COPPER.					COPPER.					IRON.					GOLD, SILVER, AND QUICKSILVER.				
Aetna.....Ca	200,000	5		18c	Jefferson.....L. S.	20,000				Copake.....N. Y.	50,000	50		3	Elina (G.).....Col.	50,000	10		
Aetna Vale.....Ca	50,000	5		5c	Keweenaw....." "	20,000			4	East River....." "	6,000	50			Acadia (G.).....N. S.	100,000	3		
Adventure.....L. S.	20,000				Kickapoo....." "	20,000		1		George's Ck C. & I. Md.	10,000	100		118	Albion (G.)....." "	100,000	3		
Albany and Boston....." "	20,000	20	20		King Phillip....." "	20,000		2		Harewood....." "	20,000	5			Alpine (G.)....." "	150,000	10		
Algonah....." "	20,000	2	2 1/2		Knowlton....." "	20,000		1	6	Kahtadin.....Me.	3,000	100			Alps (G.)....." "	100,000	5		
Alliance.....Ca	200,000	2 1/2			Lafayette.....Ca	200,000	1	1	1 1/2	Lake Superior.....L. S.	20,000	25			American....." "	200,000	2		
Allouez.....L. S.	20,000		1	3	Lake....." "	200,000	1	1	14c	Massachusetts....." "	25,000	1			Am. & Mex. (S.) N. M.				
American.....Ca	200,000	2 1/2			Lawrence.....L. S.	20,000				Mount Pleasant.....Pa.	10,000	50			Am. Pioneer.....A. T.				
Amygdaloid.....L. S.	20,000		25		Lennoxville.....Ca	100,000	5		50c	Teal Lake.....L. S.	20,000	10			Arizona (Silver)....." "				
Annapolis.....Md.	50,000	10			Logan....." "	100,000	3	3	2	Tyson....." "	20,000	10			Atlantic (G.).....N. S.	100,000	2		2
Arzuma.....Ariz. T.	10,000	100			Lyster....." "	200,000	2								At. & Pac. (G. & S.) Nev.	50,000	10		33
Ascor.....Ca	20,000	20			Madison.....L. S.	20,000		1	2 1/2	Amenia.....N. Y.	100,000	5		8 1/2	Bay State (G.).....Col.	200,000	5		
Ascor.....L. S.	20,000		1	6 1/2	Malden....." "	20,000				Bucks County.....Pa.					Beacon (G.).....N. S.	200,000	2		
Astoria....." "	20,000		1	4 1/2	Mandan....." "	20,000		2 1/2	45c	Canada.....Ca	50,000	5		2 1/2	Benton (G.).....Col.	100,000	5		45c
Atlas....." "	20,000		1	4 1/2	Manhattan....." "	20,000		2 1/2	21	Clute....." "					Black Hawk (G.)....." "	50,000	100		
Astoria....." "	20,000		1	4 1/2	Marquette.....Md.	20,000				Crystal Lake....." "					Boston (G.)....." "	10,000	50		105
Balt. and N. C.....N. C.	20,000	5		35c	Maryland....." "	20,000		5	46c	Krie....." "					Briggs (G.)....." "	10,000	100		
Bare Hill....." "	20,000			225c	Mass.....L. S.	20,000				Gay's River....." "	100,000	2			Bullion (G.)....." "	200,000	25		
Bay State.....L. S.	20,000		3 1/2	13 1/2	Massachusetts....." "	20,000				Hampton....." "	100,000	5			Burroughs (G.)....." "	100,000	10		
Beaver.....Ca	20,000		1	34	Mendota....." "	20,000				Lancaster....." "					Canadian (G.).....Ca	200,000	2		50c
Bedford.....Ca	125,000	5		50c	Merrima....." "	20,000				Keystone.....Pa.					Central (G.).....Col.	50,000	20		17 1/2
Black River....." "	200,000	2 1/2		10c	Meteor....." "	20,000				Lancaster....." "					Chaudiere (G.).....Ca	100,000	5		90c
Bohemian.....L. S.	20,000		7 1/2	10 1/2	Mesnard....." "	20,000		5 1/2	2	Macomb.....N. Y.	100,000	5			Chebucto.....N. S.	100,000	5		65c
Bolton.....Ca	20,000	5		1 1/2	Michigan....." "	20,000				Mineral Point....." "	100,000	5		2 1/2	Colonial (G.).....Ca	100,000	2 1/2		25c
Boston.....L. S.	20,000		5 1/2	1 1/2	Middlesex....." "	20,000				Mount Hope.....N. Y.	80,000	5			Colorado (G.).....Col.	50,000	10		1
B. and Corinth.....Vt.	20,000	10			Mineral Hill....." "	20,000			18	National....." "	200,000	1			Consol. Gregory (G.) Col.	50,000	100		25
Brooklyn.....L. S.	100,000	2			Minnesota.....L. S.	20,000		3 1/2	16	New Jersey.....N. J.	12,000	100		110	Copalshe (G.)....." "	200,000	20		
Brome.....Ca	100,000	5		2	Missisquoi.....L. S.	150,000	2		14	N. Y. & Boston.....N. Y.	100,000	5			Corliss (G.)....." "	100,000	10		6
Cabot.....L. S.	20,000				Montezuma.....N. Mex.	300,000	5			Oswegatchie.....Ca	100,000	5			Corydon (G.)....." "	100,000	25		1
Caledonia....." "	20,000		6	20c	Morison.....L. S.	20,000			5	Placencia Bay.....N. F.	20,000	25			Day & Bushnell (G.) O.	300,000	10		
Cambridge....." "	20,000		5	80c	Nashua....." "	20,000				Ramsay.....Ca	20,000	25			Denver (G.).....Ca	50,000	20	12 1/2	15
Canada.....Vt.	100,000	4	90c		National....." "	20,000		5 1/2	21	Rossie....." "	100,000	5			Dorset (G.)....." "	170,000	5		
Carp Lake.....L. S.	20,000		1 1/2		Native....." "	20,000		3 1/2	62 1/2	Sussex.....N. J.	100,000	5			El Dorado (G.).....Nev.	100,000	5		
Cascade....." "	20,000				Naumkeag....." "	20,000		1	1	Union....." "	100,000	5			Empire (S.)....." "				
Central....." "	20,000		43 1/2		Nelson.....Ca	200,000	1		10c	Walkill.....N. Y.					Empress (S.)....." "				
Champlain.....Ca	200,000	1 1/2		15c	Nequaket.....L. S.	20,000		1	2	COAL & ANTHRACITE.					Eureka (G.).....Cal.				
Chatham....." "	200,000	2 1/2		50c	Nevada (Silver)....." "	20,000				American.....Pa.	37,500	25		58	Excelsior (G.).....Col.	30,000	10		14
Chaudiere....." "	100,000	1		12c	New England....." "	20,000			75c	Ashburton....." "	50,000	50		10	Frankfort (G.).....Col.	100,000	2		
Chester....." "	200,000	1		1 1/2	Newton.....Ca	200,000	1	2	80	Atlantic & G. O. Md.					Garrison's (G.).....Col.	100,000	5		
Cheticamp....." "	30,000	6			New York.....L. S.	20,000				Baltimore....." "	100				Gilbert River (G.).....Ca	100,000	5		1
Chippewa.....L. S.	20,000				N. Y. & Passaic.....N. J.	100,000	5		5	Beaver Valley....." "	40,000	12 1/2		12 1/2	Gilpin (G.)....." "	100,000	5		1 1/2
Cleveland.....Ca	100,000	5			North Cliff.....L. S.	20,000		4	5	Beaver Meadow.....Pa.	100,000	50			Gold....." "	100,000	5		3 1/2
Collin....." "	20,000		1		North Silver Lake....." "	20,000				Belmont....." "	10,000	50			Gold Field....." "	50,000	10		
Collins....." "	20,000				North State....." "	20,000			25c	Big Mountain.....Pa.					Gold Hill....." "	50,000	10		
Columbian....." "	20,000	4 1/2	9		North Sutton.....Ca	100,000	5		32	Blackhall.....N. S.	8,000	25			Gold River....." "	100,000	3		
Consolidated....." "	20,000	5 1/2	5c		North Western.....L. S.	20,000			7 1/2	Boston & Pictou....." "	100,000	5			Gould & Curry (G.) S. N.				
Copper Falls....." "	20,000	24 1/2	19		Norwich....." "	20,000			4	Bridgeport.....Pa.	80,000	10			Gunnell (G.).....Col.	300,000	10		1 1/2
Copper Harbor....." "	20,000	1			Ogima....." "	20,000			5 1/2	Broad Mountain....." "	30,000	10			Halifax.....N. S.	200,000	2		50c
Copper Hill....." "	200,000	1	220c		Ontonagon....." "	20,000			2	Butler....." "				10	Harmon (G. & S.) Nev.				
Copperas Hill....." "	50,000	10			Ottawa.....Ca	200,000	1		25c	Cape Briton.....N. S.	200,000	2 1/2			Holman (G.).....Col.	150,000	2		
Cornwall.....Vt.	100,000	2	25c		Pacific.....L. S.	20,000			10	Carbondale.....Pa.				3	Hope (G.)....." "	80,000	5	10	10
Dacotah.....L. S.	20,000	5	5c		Pennsylvania....." "	20,000	25	24	64	Central....." "				47	Isaacs Harbor (G.) N. S.	100,000	5		55c
Dana....." "	20,000	3 1/2	14		Petherick....." "	20,000		2 1/2	39	Clinton....." "	4,000	50			Isabella (G.)....." "				
Deep River.....N. C.	20,000	5	10c		Phila. & Boston....." "	20,000		15	2	Coal Brook....." "	10,000	50		73 1/2	Kennebec (G.).....Ca	100,000	5		
Delaware.....L. S.	20,000	15	15		Phoenix....." "	20,000		15	11	Continental....." "	10,000	50		41 1/2	Kent (G.).....N. S.	200,000	1		
Derby....." "	20,000	1 1/2			Pittsburg & Boston....." "	20,000		5 1/2	60	Cumberland (pref.) Md.	50,000	100			Lake (G.)....." "				
Devon....." "	20,000	1	44		Pontiac....." "	20,000		3 1/2	1 1/2	Daniel Webster....." "	5,000	100			Lake Major.....N. S.	12,000	50		
Dorchester....." "	20,000	6	7		Prince of Wales.....L. S.	200,000				East Mahanoy.....Pa.					Libertad (G. & S.) Mex.				
Douglas....." "	20,000				Providence.....Ca	20,000			63	Everhart....." "	20,000	25			Manhattan (G.).....Col.	100,000	10		
Dover.....Ca	200,000	1	3 1/2		Quincy....." "	20,000		10	7 1/2	Franklin.....Pa.	5,000	100		64	Mariposa (G.).....Cal.	100,000	100		12 1/2
Dudley.....L. S.	20,000	3			Reld Hill.....Ca	200,000				Fulton....." "	60,000	5		51	Massachusetts (G.) Ca.	50,000	5		2 1/2
Dunham.....Ca	20,000	2	25c		Reliance.....L. S.	20,000				Gilbertson....." "	5,000	100		102 1/2	Mex. Pac. (G. & S.) Mex.	100,000	100		
Durham....." "	200,000	5	25c		Richford....." "	60,000	5		4	George's Creek.....Pa.	10,000			50	Montague (G.).....N. S.	50,000	10		
Eagle River.....L. S.	20,000	3 1/2	3		Ridge.....L. S.	20,000				Grand Tunnel....." "	4,000</								

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed: equi- val't in single trk.	In progress or projected	Equip- ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	
			Horse.	2-horse.	1-horse.				Bonded Debt.	Floating Debt.	Gross.	Nett.				
MASSACHUSETTS.																
30 Nov. '64	3.36					Boston and Chelsea.	110,000	110,000			8,800	7,409				
30 Nov. '64	4.62		179	28		Broadway, Boston.	256,257	250,000		26,482	129,615	15,895				
30 Nov. '64	27.43					Cambridge	734,671	727,800	150,000	94	(Union Co.)					
30 Nov. '64		7.5				Dedham and West Roxbury		41,000								
30 Nov. '64	1.41					Dorchester and Roxbury	18,742	12,000			6,660	(Metro pol'n)				
30 Nov. '64	2.80		26	6		Lowell (Horse)	45,894	40,129			3,590	11,062	766			
30 Nov. '64	11.75		200	31		Lynn and Boston.	254,611	200,000	50,000		18,165	129,927	12,197			
30 Nov. '64	3.41					Malden and Melrose.	60,246	200,000	73,100		66,222	20,807				
30 Nov. '64	2.97					Medford and Charlestown.	35,000	23,000	11,000			(Middl esex)				
30 Nov. '64	31.85		841	140		Metropolitan (Boston)	1,420,141	1,176,075		218,487	580,043	49,981				
30 Nov. '64	6.84		293	41		Middlesex (Boston)	488,945	400,000	31,000		104,617	170,235				
30 Nov. '64	5.69		75	9		Quincy.	135,243	71,600	55,533		31,533	28,510	1,360			
30 Nov. '64	6.75		60	16		Salem & South Daxvers.	173,980	150,000			25,800	37,017				
30 Nov. '64	2.68					Somerville.	50,000	50,000			(Middl esex)					
30 Nov. '64	2.50		10	2		Stoneham street (Boston).	35,300	32,900			7,454					
30 Nov. '64		6.74				Suburban.	95,500	5,000				(Middl esex)				
30 Nov. '64	6.00		70			Suffolk (Boston).	(Sold to Metro. Aug. 1, '64.)				34,198	1,261				
30 Nov. '64			411	63		Union (Transportation).	241,441	160,000	20,000	144,316	278,428					
30 Nov. '64	1.53					West Cambridge.	18,000	13,600				(Lea sed)				
30 Nov. '64	2.25					Winnimmet.	62,154	60,000			939	21,589				
30 Nov. '64	11.60		59	8		Worcester.	96,687	75,800		53,668	25,463					
CONNECTICUT.																
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville.	100,000	100,000						8		
31 Dec. '62	8.5		11	3		Hartford and Wethersfield.	300,000	300,000								
NEW YORK.																
30 Sep. '63	10.76				23	Broadway (Brooklyn)	216,918	200,000	27,500		408	55,780	15,491	6	100	
30 Sep. '63	4.00	2.80			2	Brooklyn Bath & Coney Is'd	106,125	61,625	44,500						100	
30 Sep. '63	24.00		35	43		Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216			49	
30 Sep. '63	56.18	1.90	140	29		Brooklyn City.	1,331,357	1,000,000	170,000		542,641	132,836	9	100	130	
30 Sep. '63	10.50	4.25	56			Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3		58	
30 Sep. '63		10.00				Brooklyn City & Ridgewood	51,328	53,500								
30 Sep. '63						Buffalo Street										
30 Sep. '63						Central City (Syracuse)										
30 Sep. '63	16.00	14.00	23	1		Centrl Pk. N. & E. Riv. (N. Y.)	994,655	448,073	550,000		19,794	7,008			69	
30 Sep. '63	17.50					Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286				100	
30 Sep. '63		6.00				East & North River (N. Y.)	650	650							69	
30 Sep. '63	17.33		01			Elgin Avenue (N. Y.)	978,534	800,000		30,000	388,598	124,445	12	100		
30 Sep. '63	11.00	1.00	70			42d st., & Grand st., Ferry.	726,361	600,000	127,100	4,000						
30 Sep. '63						Fourteenth Street (N. Y.)										
30 Sep. '63	4.52					Grand St. & Newtown (Wg)									8	
30 Sep. '63	4.63					Harlem Br. Morris & Ford'm										
30 Sep. '63						Main & Ohio St. (Buffalo)										
30 Sep. '63						Niagara Street (Buffalo)										
30 Sep. '63	19.00		34			Ninth Avenue (N. Y.)	447,598	795,380	57,000		97,241	23,479		100		
30 Sep. '63		11.00				N. Riv. & Wall st. Ferry (N. Y.)										
30 Sep. '63	7.50	3.40	18			Port Morris & Westchester.	1,200	1,200								
30 Sep. '63	16.00					Rochester City & Brighton		81,500	66,000	6,000	7,636	3,977				
30 Sep. '63	8.37		40	25		Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127		100	6	
30 Sep. '63						Sixth Avenue (N. Y.)	1,161,893	750,000	15,000		412,600	99,227	10	100	115	
30 Sep. '63	16.50		117	3		Tenth Av & 32d st. (N. Y.)										
30 Sep. '63						Third Avenue (N. Y.)	1,519,308	1,170,000	400,000		682,131	233,079	12	100	24	
30 Sep. '63						Troy and Lansingburg										
30 Sep. '63	2.00	3.50				Utica City.	2,160	7,080			1,683	310				
30 Sep. '63	1.50		3			V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752				
NEW JERSEY.																
31 Dec. '62	5.32				7	Hoboken and Hudson City	32,000	30,000		2,000						
31 Dec. '62	5.05	2.50				Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3			
31 Dec. '62	10.47					Jersey City & Bergen Point										
31 Dec. '62	17.00		150	22		Orange and Newark	411,000	211,000	200,000		71,050	19,183		50		
31 Dec. '62	5.80				8	West Hoboken & Hoboken.	100,000	40,000	60,000							
PENNSYLVANIA																
31 Oct. '64	7.89		142	24		1st Chestnut & Walnut (Phila.)	235,421	100,000	135,000		128,707	50,439		40	10	
31 Oct. '64	8.13		135	17		2d Citizens' (Pittsburg).	185,913	100,000	57,900	19,957	100,381	20,036		8		
31 Oct. '64	4.12		12	2		3d Delaware County	30,729	23,780	6,500		333	6,876				
31 Oct. '64	4.38		119	20		4th Fairmount & Arch st. (Phila.)	194,618	200,000		27,895	77,533	6,001	7			
31 Oct. '64	16.74		257	40		5th Frankford & Southw'k (Ph.)	759,261	490,530	200,000	18,500	251,897	81,029	8	50	4	
30 Nov. '64	24.23		233	39		6th Germantown	377,824	112,245	250,000		176,540	41,534				
31 Oct. '64	8.40		120	25		7th Girard College (Phila.)	81,612	160,000			102,861	24,708		12		
31 Oct. '64	8.73		236	33		8th Green & Coates st. (Phila.)	232,954	150,000	98,000		166,776	51,494		20		
31 Oct. '64	11.00		16	2		9th Hestonv. Mantua & Fairm't	100,000	60,000	40,000		59,473	8,929				
31 Oct. '64			108	16		10th Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320				
31 Oct. '64	11.17					11th North Philadelphia.										
31 Oct. '64	12.00		60	12		12th Oakland (Pittsburg & E. L.)	29,500	29,500			37,905	1,491				
31 Oct. '64	10.57	0.52	60	10		13th Philadelphia and Darby	86,447	100,000	17,000		32,449	6,297		2		
31 Oct. '64	7.04		115	18		14th Pittsb. Allegheny & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096				
31 Oct. '64	4.51		71	12		15th Pittsburg and Birmingham.	65,355	48,000	22,600	5,363	58,006	16,984		4		
31 Oct. '64	6.16		129	22		16th Race and Vine (Fairmount)	306,000	180,000	125,000		95,336	1,418				
31 Oct. '64	5.20					17th Richmond & Schuylkill (Ph.)	130,000	100,000	30,000							
31 Oct. '64	7.78		58	10		18th Ridge Avenue & Manyunk.	179,635	120,000	65,108		39,334	8,113				
31 Oct. '64	19.46		423	65		19th Second & Third st. (Phila.)	478,202	203,757	172,000		355,774	98,863		27	20	
31 Oct. '64	5.62		75	16		20th 17th & 19th st. (Phila.)	114,368	120,000			41,269	9,418		5		
31 Oct. '64	8.38		115	17		21st Spruce & Pine (Phila. & G. & F.)	175,610	159,312	15,500		79,670	21,297		6		
31 Oct. '64	7.65	1.51	201	35		22nd 16th & 11th st. (Citizens.)	176,049	192,750			162,367	51,179		20	20	
31 Oct. '64	6.25		125	17		23rd 13th & 15th st. (Phila.)	102,000	100,000			116,912	24,831		25		
31 Oct. '64	9.31		316	53		24th West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233		7		
MARYLAND.																
31 Dec. '62	21.00		340	50		Baltimore City	700,000	670,000		31,540	239,059	21,058				
OHIO.																
31 Dec. '62	5.00					Cincinnati Street	151,913	150,000								
31 Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000								
31 Dec. '62	3.81					Passenger (Cinc.)	69,837	50,000								
31 Dec. '62	3.63					Pendleton & S. st. Mar't (Cin.)	70,000	50,000								
MISSOURI.																
30 Nov. '62																

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1886	Interest.			Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			Market Price.
		Rate.	Periods.	WHEN DUE.				Rate.	Periods.	WHEN DUE.	
UNITED STATES LOANS.											
Loan of Jan. 28, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	114	Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-76	106 1/2
Loan of March 31, 1848.....registered	8,908,342	6	"	1868	110	" " " " " " " " " " " "	600,000	5	"	77-78	98
" " " " " " " " " " " "	"	6	"	1868	115	" " " " " " " " " " " "	500,000	5	May & Nov.	1893	98
Texas Indemnity, of Sep. 9, 1850.....coupon	842,000	5	"	1865	225	" " " " " " " " " " " "	1,000,000	5	"	1883	98
Loan of June 14, 1853.....registered	20,000,000	5	"	1874	100	" " " " " " " " " " " "	168,000	5	"	1880	"
" " " " " " " " " " " "	"	5	"	1874	97	Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	92 1/2
Loan of June 22, 1860.....registered	7,022,000	5	"	1871	101	" " " " " " " " " " " "	100,000	6	"	1879	"
" " " " " " " " " " " "	"	5	"	1871	95	" " " " " " " " " " " "	587,000	7	"	1886	100
Oregon War Debt of March, 1861.....coupon	1,016,000	6	"	1881	108 1/2	" " " " " " " " " " " "	2,000,000	6	"	68-83	"
" " " " " " " " " " " "	"	6	Yearly.	1881	105	Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	102
Loan of Feb. 8, 1861.....registered	18,415,000	6	Jan. & July.	1881	108 1/2	" " " " " " " " " " " "	100,000	7	"	1871	"
" " " " " " " " " " " "	"	6	"	1881	110 1/2	" " " " " " " " " " " "	2,275,000	7	"	1883	"
Loan of July 17, & Aug. 5, 1861.....registered	264,155,650	6	"	1881	106 1/2	Mississippi—State bonds (banks).....coupon	2,000,000	6	"	41-71	"
" " " " " " " " " " " "	"	6	"	1881	110 1/2	Missouri—Bank Stock Loan of 1857.....coupon	63,000	5 1/2	Jan. & July.	1863	"
Loan of Feb. 25, 1862 (5-20s).....registered	614,780,500	6	May & Nov.	1882	103 1/2	" " " " " " " " " " " "	199,000	6	"	1863	73
" " " " " " " " " " " "	"	6	"	1882	103 1/2	" " " " " " " " " " " "	100,000	6	April & Oct.	1863	"
Loan of March 3, 1864 (10-40s).....registered	172,770,100	5	Mar. & Sept.	1904	94	" " " " " " " " " " " "	40,000	6	Jan. & July.	1863	"
" " " " " " " " " " " "	"	5	"	1904	96 1/2	" " " " " " " " " " " "	200,000	6	"	1883	"
Loan of March 3, 1864 (5-20s).....registered	90,789,000	6	May & Nov.	1884	103 1/2	" " " " " " " " " " " "	7,000,000	6	"	72-88	73 1/2
" " " " " " " " " " " "	"	6	"	1884	103 1/2	" " " " " " " " " " " "	4,500,000	6	"	87-89	"
Treasury Notes of July 17, 1861.....coupon	456,150	7 1/2	April & Oct.	1864	99 1/2	" " " " " " " " " " " "	3,900,000	6	"	73-87	79
One & Two Year Treasury Notes (legal tender)	50,858,380	7 1/2	Feb. & Aug.	1867	99 1/2	" " " " " " " " " " " "	4,350,000	6	"	72-87	"
March 3, 1865.....2d series	300,000,000	7 1/2	June & Dec.	1868	99 1/2	" " " " " " " " " " " "	3,501,000	6	"	73-89	"
" " " " " " " " " " " "	29,511,650	7 1/2	Jan. & July.	1868	99 1/2	" " " " " " " " " " " "	650,000	6	"	87-89	"
Debt Certificates.....	126,538,000	6	At maturity.	1868	99 1/2	" " " " " " " " " " " "	700,000	6	"	1889	"
Three Year's Compound Interest notes of '63	15,000,000	6	"	1866	"	" " " " " " " " " " " "	431,000	9	June & Dec.	64-66	"
" " " " " " " " " " " "	160,143,620	6	at maturity.	1867	"	" " " " " " " " " " " "	780,000	"	"	"	"
United States Notes (greenbacks).....	433,160,569	"	"	1867	"	New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	92 1/2
Fractional currency.....	24,667,404	"	"	1867	"	" " " " " " " " " " " "	200,000	6	"	1876	"
STATE LOANS.											
Alabama—State bonds.....coupon	2,423,000	5	Jan. & July.	1877	114	New Jersey—State stock.....registered	95,000	6	Jan. & July.	Var.	"
Arkansas—State bonds (R. E. Bk.).....coupon	899,000	6	No interest	1868	110	" " " " " " " " " " " "	531,820	6	"	65-71	"
" " " " " " " " " " " "	610,000	6	paid for	1868	110	" " " " " " " " " " " "	200,000	6	"	1871	"
" " " " " " " " " " " "	38,000	6	many yrs	1868	110	" " " " " " " " " " " "	561,500	5	Jan. & July.	pleas.	"
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	115	" " " " " " " " " " " "	348,107	5	"	pleas.	"
" " " " " " " " " " " "	198,500	7	"	1880	115	" " " " " " " " " " " "	900,000	5	"	1875	"
" " " " " " " " " " " "	610,094	7	"	1872	115	" " " " " " " " " " " "	442,961	5	May & Nov.	1868	107
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	71-72	95	" " " " " " " " " " " "	1,189,781	6	Jan. & July.	pleas.	"
" " " " " " " " " " " "	1,000,000	6	"	81-82	95	" " " " " " " " " " " "	1,300,000	6	"	68-78	112
" " " " " " " " " " " "	143,000	7	"	1882	95	" " " " " " " " " " " "	700,000	7	"	1870	119
Florida—State bonds.....coupon	72,000	6	Jan. & July.	1872	70	" " " " " " " " " " " "	28,698	5	"	d'm'd.	"
Georgia—State bonds (R. R. & Bk.).....	2,073,750	6	"	63-80	70	" " " " " " " " " " " "	11,050	5 1/2	"	d'm'd.	"
" " " " " " " " " " " "	625,000	7	"	62-72	70	" " " " " " " " " " " "	14,230	6	"	d'm'd.	"
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	101	" " " " " " " " " " " "	421,003	6	Jun. & July.	65-67	"
" " " " " " " " " " " "	1,822,085	6	"	1877	100	" " " " " " " " " " " "	287,700	4 1/2	J. A., J., & O.	1864	"
" " " " " " " " " " " "	737,222	6	"	1860	85	" " " " " " " " " " " "	68,000	5	Feb. & Aug.	1876	"
" " " " " " " " " " " "	2,187,000	6	"	63-80	106	" " " " " " " " " " " "	28,000	5 1/2	J. A., J., & O.	1865	"
" " " " " " " " " " " "	2,000,000	6	"	1879	95 1/2	" " " " " " " " " " " "	320,000	5 1/2	Jan. & July.	1865	"
" " " " " " " " " " " "	1,778,423	6	"	1870	100	" " " " " " " " " " " "	100,000	6	"	1867	"
" " " " " " " " " " " "	1,989,397	6	"	1870	100	" " " " " " " " " " " "	6,922,274	5	"	63-74	105
Indiana—State stock.....registered	5,325,500	6	Jan. & July.	1886	80	" " " " " " " " " " " "	15,889,025	5	"	64-76	117
" " " " " " " " " " " "	2,058,173	2 1/2	"	1886	68	" " " " " " " " " " " "	1,200,000	7	"	1864	"
" " " " " " " " " " " "	391,000	6	"	1886	68	North Carolina—State bonds.....coupon	9,129,505	6	Various.	Var.	70
" " " " " " " " " " " "	1,371,780	6	May & Nov.	1881	93	Ohio—State bonds (foreign debt).....coupon	1,258,279	6	Jan. & July.	1860	110 1/2
" " " " " " " " " " " "	4,079,500	6	Jan. & July.	1883	85	" " " " " " " " " " " "	1,015,000	5	"	1865	95
" " " " " " " " " " " "	1,216,737	5	"	1881	85	" " " " " " " " " " " "	379,866	6	"	1868	"
" " " " " " " " " " " "	1,243,000	5	"	1881	85	" " " " " " " " " " " "	2,183,532	6	"	1870	100
" " " " " " " " " " " "	479,545	5	"	1881	85	" " " " " " " " " " " "	1,600,000	6	"	1875	96 1/2
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868	100	" " " " " " " " " " " "	4,095,309	6	"	1881	100 1/2
" " " " " " " " " " " "	800,000	10	"	81-82	100	" " " " " " " " " " " "	2,400,000	6	"	1886	105
" " " " " " " " " " " "	122,295	7	Annually.	d'm'd.	60	" " " " " " " " " " " "	125,680	6	"	1863	102
Kansas—State bonds (sinking fund).....coupon	146,000	7	Jan. & July.	1876	107	" " " " " " " " " " " "	1,500	6	"	1866	"
" " " " " " " " " " " "	54,000	7	May & Nov.	1878	107	" " " " " " " " " " " "	279,313	6	"	1868	"
" " " " " " " " " " " "	65,000	6	July.	1883	107	" " " " " " " " " " " "	2,920,403	6	Yearly.	1868	102
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	65-75	107	Oregon—State scrip.....	55,372	4 1/2	April & Oct.	due.	87
" " " " " " " " " " " "	600,000	5	"	81-91	107	Pennsylvania—State Stock Loans.....	131,200	5	Jan. & July.	due.	87
" " " " " " " " " " " "	67,500	5	"	93-96	107	" " " " " " " " " " " "	10,780,095	5	Feb. & Aug.	due.	87
" " " " " " " " " " " "	2,000,000	5	"	1891	107	" " " " " " " " " " " "	3,886,070	5	Mar. & Sept.	due.	87
" " " " " " " " " " " "	516,130	5	"	1871	107	" " " " " " " " " " " "	3,690,614	5	June & Dec.	due.	87
" " " " " " " " " " " "	3,902,000	6	"	67-99	107	" " " " " " " " " " " "	3,241,893	5	Feb. & Aug.	due.	87
" " " " " " " " " " " "	5,398,533	6	"	1871	107	" " " " " " " " " " " "	210,263	6	Jan. & July.	1882	87
" " " " " " " " " " " "	670,000	6	"	1871	107	" " " " " " " " " " " "	200,000	4 1/2	Jan. & July.	1884	87
Maine—State bonds.....coupon	1,000,000	6	Mar. & Sept.	63-77	93 1/2	" " " " " " " " " " " "	675,029	5	Feb. & Aug.	1884	87
" " " " " " " " " " " "	816,000	6	Jan. & July.	81-83	93 1/2	" " " " " " " " " " " "	1,045,629	5	June & Dec.	1884	87
Maryland—State bonds (st'g conv.).....	200,376	5	"	1865	93 1/2	" " " " " " " " " " " "	1,558,673	5	Jan. & July.	1885	87
" " " " " " " " " " " "	5,585,555	5	"	89-90	104 1/2	" " " " " " " " " " " "	2,277,765	5	"	1870	89
" " " " " " " " " " " "	2,490,569	5	"	89-90	108	" " " " " " " " " " " "	1,766,214	5	"	1877	89
" " " " " " " " " " " "	500,000	5	"	1890	108	" " " " " " " " " " " "	4,860,000	5	Feb. & Aug.	1878	89
" " " " " " " " " " " "	100,000	5	"	1888	108	" " " " " " " " " " " "	428,000	5	"	1879	89
" " " " " " " " " " " "	767,550	5	"	1888	108	" " " " " " " " " " " "	400,000	5	April & Oct.	1879	89
" " " " " " " " " " " "	399,408	5	"	1888	108	" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	88 1/2
" " " " " " " " " " " "	148,711	5	"	1888	108	" " " " " " " " " " " "	360,937	5	"	1882	88 1/2
" " " " " " " " " " " "	133,689	5	"	1888	108	" " " " " " " " " " " "	97,360	5	"	1882	88 1/2
" " " " "											

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884	207,298	229,041	226,763	197,307	214,679	314,521	332,098	406,076	416,044	396,847	381,510	387,556	3,709,970
1885	354,755	383,147	449,815	406,680	460,422								
Chicago and Alton:													
1880	55,784	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1881	81,551	75,621	78,361	65,358	76,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1882	73,169	93,591	110,935	72,196	81,994	90,625	96,086	128,191	132,639	119,409	115,201	111,955	1,225,001
1883	109,860	101,355	104,472	122,084	132,301	145,642	149,137	157,948	170,044	170,910	160,869	153,294	1,673,706
1884	164,418	164,418	195,803	162,723	175,786	200,090	224,257	312,165	364,564	320,879	307,903	282,015	2,770,484
1885	261,903	252,583	288,169	263,149	312,816								
Chicago and Rock Island:													
1880	72,834	66,703	77,408	59,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1881	63,030	63,976	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,519	118,763	1,261,050
1882	120,776	90,607	76,676	76,459	102,353	138,374	112,947	117,086	146,268	161,503	138,795	135,596	1,433,489
1883	130,225	122,512	128,798	144,995	170,937	189,142	160,390	210,739	216,030	196,435	201,134	1,959,267	
1884	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,890	324,865	336,617	321,037	3,096,470
1885	306,554	249,351	289,403	186,172	227,200								
Chicago and Northwestern:													
1880	232,208	202,321	221,709	240,051	280,209	359,888	275,506	290,607	473,186	551,122	435,945	404,183	3,975,935
1881	273,876	317,839	390,355	371,461	466,830	521,059	432,054	519,306	655,364	708,714	705,496	545,943	5,858,297
1882	538,675	481,165	509,390	467,110	568,904								
Cleveland and Toledo:													
1880	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,330	79,673	76,304	82,220	780,236
1881	78,170	67,210	86,260	76,032	65,907	55,085	50,388	66,573	84,603	94,406	82,407	82,400	880,469
1882	85,239	76,918	85,663	90,324	65,302	63,187	62,269	60,285	84,640	98,528	85,401	105,253	965,959
1883	106,263	88,468	103,175	87,915	69,716	64,910	71,716	75,538	102,176	112,607	117,284	164,876	1,167,544
1884	145,918	146,839	165,780	121,278	103,407	99,569	90,832	95,134	130,561	160,397	143,856	186,920	1,679,509
1885	164,058	176,105	203,329	159,077	125,000	100,000	113,515	154,245	182,110	183,649	194,614	208,291	1,942,993
Erie:													
1880	304,708	319,593	372,296	380,343	340,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1881	354,000	245,000	453,511	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1882	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,943	719,354	734,108	714,211	6,214,152
1883	699,097	601,596	638,006	626,070	587,416	628,842	698,024	615,962	750,421	895,130	902,906	963,859	8,400,334
1884	845,665	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,451
1885	984,837	934,133	1,114,505	1,099,507	1,072,496	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1886	905,311	886,639	1,240,623	1,472,120	1,339,279								
Hudson River:													
1880	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,187	157,443	232,033	1,983,434
1881	212,714	209,422	161,047	154,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1882	203,343	203,343	167,560	189,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1883	307,330	281,668	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1884	458,953	425,047	306,802	270,076	244,771	202,392	190,364	219,561	268,100	302,174	293,750	484,550	3,726,140
1885	601,231	472,240	356,626	278,540	281,759	255,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1886	525,936	418,711	424,870	311,540	351,759								
Illinois Central:													
1880	185,257	185,926	209,994	183,758	210,890	188,000	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1881	321,844	279,268	229,334	192,054	199,483	177,829	189,280	268,983	289,962	284,020	243,249	224,401	2,899,612
1882	190,130	236,637	181,084	191,643	206,246	209,282	281,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1883	299,944	271,085	275,643	284,224	334,687	407,992	343,329	511,305	478,576	496,433	437,679	424,531	4,571,028
1884	327,900	410,588	459,762	422,797	468,572	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1885	546,410	522,555	692,276	491,297	454,604								
Marietta and Cincinnati:													
1880	33,904	26,252	25,891	38,579	32,668	29,284	37,271	56,687	46,452	81,329	55,257	48,544	612,218
1881	53,775	53,775	60,540	64,306	55,326	40,706	58,704	52,864	77,112	85,059	76,764	68,863	710,225
1882	56,540	77,874	90,855	75,215	83,964	75,055	89,633	94,375	96,662	90,576	97,047	92,772	1,017,868
1883	98,112	86,626	93,503	82,186	75,842								
Milwaukee and Prairie du Chien:													
1880	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1881	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1882	83,903	62,907	67,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,836	1,163,734
1883	67,130	76,132	44,925	58,177	106,987	111,260	71,587	69,353	116,417	205,065	138,342	112,913	1,247,258
1884	102,749	115,135	88,221	140,418	186,747	212,209	139,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1885	98,183	74,283	70,740	106,689	146,943								
Michigan Southern & Northern Indiana:													
1880	104,245	106,828	143,626	145,258	188,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,784,819
1881	131,467	119,533	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1882	140,925	116,933	163,170	186,951	170,362	161,391	126,568	178,773	235,690	276,181	231,265	180,077	2,189,077
1883	163,122	163,728	167,500	193,120	200,825	181,985	180,915	226,519	276,109	325,818	306,284	279,539	2,647,833
1884	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,250	348,048	3,302,541
1885	250,600	304,445	338,454	330,651	267,126	315,268	278,891	358,862	402,219	402,107	448,934	411,806	4,120,163
1886	368,990	366,361	413,323	366,245	353,194								
Michigan Central:													
1880	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1881	142,334	119,764	151,671	172,614	149,550	153,629	123,377	144,982	236,843	307,333	242,089	200,134	2,124,214
1882	230,159	159,658	151,992	176,099	186,039	174,002	172,189	216,624	296,966	322,369	307,474	258,634	2,680,702
1883	242,073	245,858	256,432	238,495	236,455	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1884	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	406,510	376,470	3,909,010
1885	306,324	279,137	344,228	337,240	401,456								
New York Central:													
1880	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,509	709,671	687,792	520,396	6,303,708
1881	387,123	402,530	661,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,222
1882	420,793	429,065	627,061	689,688	677,073	558,743	523,138	562,076	696,176	927,036	952,960	872,985	7,996,758
1883	749,163	631,956	710,814	770,223	736,114	610,417	749,571	762,841	892,744	1,018,375	968,228	1,002,758	9,603,244
1884	920,272	790,107											

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	99	State (Tenn.) Loan	1,340,000	6				
2d Mortgage (S. F.) Coupon	1,330,000	7	May & Nov.	"	1875	95	Michigan Central:						
Elgin and State Line	150,000		Jan. & July.	"	1879		1st Mortgage Sterling	487,489	6	Jan. & July.	London.	1872	
Great Western, Ill.:							1st Mortgage (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106	1st Mortgage (convert.) Dollar	2,230,500	8	"	N.Y. & Boston	1869	111
Eastern	1,350,000	7	Feb. & Aug.	"	1865	102 1/2	1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	"	1882	112
Hannibal and St. Joseph:							1st Mortgage (S. F.) convertible	4,328,000	8	"	"	1882	112
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	79	Mich. Southern and N.D. Indiana:						
Land Security	3,344,600	7	April & Oct.	"	1881	91	Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1890	
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	Northern Indiana, 1st	6,000	7	Feb. & Aug.	"	1861	
Harrisburg and Lancaster:							Erie and Kalamazoo	38,000	7	March & Sept.	"	1862	
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	Northern Indiana, Plain	7,000	7	Feb. & Aug.	"	1863	
Hartford and New Haven:							Jackson Branch	77,000	7	"	"	1865	
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90	Gothen Air Line	682,000	7	"	"	1868	100
Houston:							Detroit and Toledo	734,000	7	"	"	1878	98
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	"	1885	96
Houston and Texas Central:							2d General Mortgage	2,194,500	7	"	"	1877	90
State (1st Lien) Loan	210,000						* Milwaukee and Beloit:						
Mortgage	125,000	7			1866		1st Mortgage	630,000	8				
Hudson River:							* Milwaukee and Horizon:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103 1/2	1st Mortgage	420,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	100	2d Mortgage	600,000	8				
3d Mortgage	1,840,000	7	May & Nov.	"	1875	104	Milwaukee and Prairie du Chien:						
Convertible	1,002,000	7	"	"	1867	95	1st Mortgage (Coupon)	667,000	7	Jan. & July.	New York.	1891	95
Illinois Central:							Minnesota and Pacific:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Real Estate	1,200,000	7	Jan. & July.		1892	
Construction	7,975,500	7	April & Oct.	London.	1875		Mississippi Central:						
Construction	2,896,500	6	"	New York.	1875	117	1st Mortgage	1,007,363	7				
Redemption bonds	2,086,000	6	"	"	1890		Mississippi Central and Tenn.:						
Indiana Central:							State (Tenn.) Loan	529,000	6				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Mississippi and Missouri:						
2d Mortgage	364,000	10	"	"		118	1st Mortgage (convertible)	1,000,000	7		New York.		
Income	20,500						2d Mortgage (S. F.)	400,000	6		"		
Indianapolis and Cincinnati:							Oskaloosa Division	590,000	7	Jan. & July.	"	1875	18 1/2
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	1st Land Grant	2,740,000	7	"	"		36 1/2
2d Mortgage	400,000	7	"	"	1862	100	2d Land Grant	650,000		"	"		
Real Estate Mortgage	200,000	7			1858	68	Income bonds	511,000					
Ind., Pittsburg and Cleveland:							Mississippi and Tennessee:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	98,000	6			1885	
2d Mortgage	347,000	7	"	"			Mississippi State Loan	202,799	6				
Indianapolis and Madison:							1st Mortgage	171,000	7			1876	
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Mobile and Ohio:						
Jeffersonville:							City (Mobile) Tax Loan	400,000	6				
1st Mortgage	187,000	7	March & Sept.	New York	1861	75	Tennessee State Loan	674,860	6				
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Alabama State Loan	389,410	6				
* Kennebec and Portland:							Income	1,608,070	6	Jan. & July.	New York.	'61-'67	
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Sterling	878,035	6			1883	
2d Mortgage	230,000	6	"	Augusta.	1861		Mississippi State Loan	200,970	6				
3d Mortgage	250,000	6	"	"	1862		Montgomery and West Point:						
* Kentucky Centr. (Gov. and Lex.)							Alabama State Loan	122,622					
1st Mortgage	160,000	6					Mortgage (due 1860, '63 and '65)	350,000	6			var.	
2d Mortgage	280,000	7					Mortgage	450,000	8			1866	
2d Mortgage (convertible)	1,000,000	7					Muscogee:						
3d Mortgage	600,000	7					1st Mortgage	240,000	7				
Guaranteed by Covington	200,000	6					Nashville and Chattanooga:						
Cincinnati (exchanged)	100,000	6					Mortgage (State endorsed)	1,500,000					
Keokuk, Ft. D. Moines and Minn.:							Chat. and Cleve. Subsc. (endors.)	231,000					
City of Keokuk, 20 years	400,000	8					* New Albany and Salem:						
City of Keokuk, (special tax)	150,000	10					Crawfordsville	175,000	7				
Keokuk, Mt. Pleasant and Muscat.							1st Mortgage	500,000	10				
Lee County	150,000	8					1st Mortgage	2,235,000	6				
City of Keokuk	200,000	8					N. Hav., N. Lond. and Ston'gton:						
La Crosse, Viroqua & Mineral Pt.:							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883		2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Lehigh Valley:							Extension	116,000	6	May & Nov.	"	1878	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95 1/2	New Haven and Northampton:						
La Crosse and Milwaukee:							1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.			1st Mortgage (H & Hamp.)	103,000	6				
2d Mortgage (Eastern Div.)	1,000,000	7					New Jersey:						
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.			Company's (various)	642,500		Semi-annually.	New York.	var.	105
2d Land Grant (Western Div.)	353,000	7	"	"			New London Northern:						
3d Mortgage (whole road)	1,700,000	7	"	"			1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Unsecured Bonds	1,785,000	7					N. Ori'ns, Jackson and Gt. North.						
Lexington and Frankfort:							State (Miss.) Loan	255,000	6			'63-'74	
Mortgage, due 1864, '69 and '74	108,000	6		Lexington.	'64-'74		1st Mortgage Coupon	2,668,000	8	Jan. & July.	New York.	1886	
Little Miami:							N. Ori'ns, Opelousa and Gt. West.						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100	Louisiana State Loan	641,000	6				
Long Island:							New Orleans City Subscription	1,500,000	5				
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		1st Mortgage (S. F.)	666,000	8			1889	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	86	New York Central:						
Extension Bonds	175,000	7	May & Nov.	"	1890	110	Premium (S. F.) Bonds	9,917,598	6	May & Nov.	New York.	1883	92 1/2
Long Dock Co.:							D'ts of former Co's outst'ding.	224,920					
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876	106
Louisville and Frankfort:							Exchanged S'ts (S. F.) B'ds	663,000	6	May & Nov.	"	1883	91 1/2
Louisville Loan	100,000		Jan. & July.	New York.	1881		" " " " B. & N. F.	78,000	6	"	"	1883	
1st Mortgage	201,000		"	"	'63-'78		Real Estate (S. F.) Bonds	165,000	7	"	"	1883	80
Louisville and Nashville:							Real Estate Bonds & Mortgages	190,273	7	var.	"	var.	
State (Tenn.) 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92		" " " " "	45,560	6	"	"	1883	
1st Mortgage	1,904,000	7	Feb. & Aug.	"	1883		Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	"	1876	111
Lebanon Branch 1st Mortgage	41,000	7	"	"	var.		Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	"	1887	93
Memphis Branch 1st Mortgage	300,000	7	"	"	var.		New York and Erie:						
McMinnville and Manchester:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
State (Tenn.)	372,000	6					2d Mortgage	4,000,000	7	March & Sept.	"	1879	102 1/2
Mortgage	24,000	7					3d Mortgage	6,000,000	7	"	"	1883	100
Marietta and Cincinnati:							4th Mortgage	3,634,000	7	April & Oct.	"	1880	93
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	84	5th Mortgage	1,002,500	7	June & Dec.	"	1888	94 1/2
Mortgage sterling	1,000,000	7	"	"	1891		Buffalo Branch	185,400	7	Jan. & July.	"	1891	102
Memphis and Charleston:							New York and Harlem:						
State (Tenn.) Loan	1,100,000	6			1880		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100 1/2
1st Mortgage	1,000,000	7					Consolidated	1,000,000	7	Feb. & Aug.	"	1887	100
Memphis, Clarksv. and Louisv.:							3d Mortgage	980,300	7	Jan. & July.	"	1867	97
State (Tenn.) Loan	910,000	6					New York and New Haven:						
							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107 1/2
							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.		
North Carolina:							1st Mortgage (Western Division)	757,000	8		" "	1875	35
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1862	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Md. State Loan (Irredeemable)	1,500,000	6		"	1870	102	Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Sterling (£27,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1877	95 1/2	Richmond and Petersburg:						
Y. and C. guar. by Balt. & Md. Mort.	800,000	6	Jan. & July.	"	1885	8 1/2	Coupon	150,000				1875	
Construction, 2d Mort.	2,500,000	6		"			Rutland and Burlington:						
Debt to city of Baltimore	850,000						1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	50 1/2
Northern (Ogdensburg):							2d Mortgage	987,500	7	"	"	1863	15
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95	3d Mortgage	440,000	7	"	"	1863	8
2d Mortgage	3,077,000	7 1/2	"	"	1861	30	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	95	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1878	86	1st Mortgage	812,000	7	Feb. & Aug.		1890	
Chattel Mortgage	300,000	10	"	"	1887	108	2d Mortgage	185,000	7	"		1866	
Northern (N. H.):							3d Mortgage	318,500	7	"		1875	
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	64-74	92	Six per cents	113,228	6			1878	
Norwich and Worcester:							Sandusky, Mansfield and N'wark:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Bonds for Dividend Scrip.	100,000	7	"	New York.	64-74		Saratoga and Whitehall:						
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1858	
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1856	
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96	Seaboard and Roanoke:						
2d Mortgage	258,000	7	April & Oct.	"	1880		1st Mortgage	300,000	7			1880	
Construction	4,242,000	7	March & Sept.	"	1876	17	2d Mortgage	75,000	7			1870	
Income	3,220,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	5			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	183,333	6			1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	5		London.	1866	
2d Extension	600,000	5	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	73 1/2	South-Western (Ga.):						
State Loan (S. W. Branch)	1,268,000	6	"	"	67-89		1st Mortgage	631,000				1875	
Construction	3,235,000	7	"	"	65		*Springfield, Mt. Vern. and Pittsb.:						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	*Steubenville and Ind. (P. C. and C.):						
2d Mortgage Sterling	1,500,000	7	Feb. & Aug.	"	1872		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Pennsylvania:							2d Mortgage	900,000	7	"	"	1865	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	104 1/2	St. Louis and Iron Mountain:						
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98	State (Mo.) Aid	3,501,000	6		New York.		90
2d Mortgage Sterling	2,293,840	6	"	London.	1875		St. Louis City Subscription	500,000					
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105	St. Louis County Subscription	1,000,000					
Mortgage and ground rents	144,284						Sunbury and Erie:						
Penobscot and Kennebec:							1st Mortgage (Sunbury to W'nsport)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	74-75		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	75-78	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		Syracuse, Binghamton and N. Y.:						
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Peoria and Ogawka:							St. Louis, Alton & Terre Haute:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		2d Mortgage (series B)	1,100,000	7	April & Oct.	"	1894	"
Petersburg and Lynchburg (S. Side):							2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
State (Va.) Loan (S. F.)	800,000	6					" " (series D)	1,400,000	7	May & Nov.	"	1894	"
1st Mortgage (1869-70-75)	805,000	6					" " Income (series E)	1,700,000	7	"	"	1894	70
2d Mortgage (1862-70-75)	375,000	6					Tennessee and Alabama:						
Special Mortgage (1865-68)	175,000	6					State (Tenn.) Loan	814,000					
Last Mortgage (1861 to 1869)	163,500	8					Terre Haute and Richmond:						
Phila., Germantown and Norris'n:							1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105	Toledo and Wabash						
Convertible Loan	292,500	6	"	"	1885	119	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
Philadelphia and Reading:							1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
Bonds of 1836 (nonconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	74 1/2
" 1836	182,400	5	"	"	1880		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	"
" 1849	2,364,600	6	April & Oct.	"	1870		Sinking Fund Bonds	152,255	7				88
" 1861	106,000	6	Jan. & July.	"	1871	90	Equipment bonds	600,000	7				
" 1843	1,525,800	6	"	"	1880	96	*Vermont Central:						
" 1844	804,000	6	"	"	1880	96	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	69
" 1845	101,000	6	"	"	1880	96	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	18
" 1849	67,000	6	"	"	1880	96	Virginia Central:						
" 1867 (convertible)	564,000	6	"	"	1886	100	Mortg. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
" 1868	60,000	7	"	"	1886		Mortgage (coupons)	198,000	6	"	Richm'd &	1872	
Bonds and mort. on Real Estate	596,579						Mortgage (coupons)	928,000	6	"	New York.	1884	
Phila., Wilmington and Baltimore:							Virginia and Tennessee:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884		State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Pittsburg and Connellville:							1st Mortgage	500,000	6	"	New York.	1872	80
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
Pittsburg, Ft. Wayne and Chicago:							Salt Works Br. Mort. due '88-'91	203,000	6	"	Lynchburg.	var.	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101 1/2	Warren (N. J.):						
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	Warwick Valley, N. Y.:						
" (series D)	875,000	7	April & Oct.	"	1912	"	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series E)	875,000	7	May & Nov.	"	1912	"	Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series F)	875,000	7	Jun. & Dec.	"	1912	95 1/2	Watertown and Rome:						
" (series G)	800,000	7	Jan. & July.	"	1912	"	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107 1/2
" (series H)	800,000	7	Feb. & Aug.	"	1912	"	Western (Mass.):						
" (series I)	800,000	7	Mar. & Sept.	"	1912	"	Sterling (£899,900)	4,319,520	5	April & Oct.	London.	68-71	
" (series J)	800,000	7	April & Oct.	"	1912	"	Dollar Bonds	850,000	6	"	Boston.	1875	101
" (series K)	800,000	7	May & Nov.	"	1912	"	Albany City Bonds	1,000,000	6	Jan. & July.	"	66-76	100
" (series L)	800,000	7	June & Dec.	"	1912	"	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
3d " "	2,000,000	7	April	"	1912	83	Elmira and Williamsport:						
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95 1/2
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	596,000	7	May & Nov.	New York.	1866	69 1/2
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	"	"	1872	
Potomac and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74		Mortgage, payable in England	442,555	6	Jan. & July.	London.	1868	
Quincy and Chicago:							Sterling, issued in 1868	144,500	6			1868	
1st Mortgage	1,320,000				1878		Company's endorsed by State.	160,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.					Liabilities.					Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.	Dividends.	Price of						
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.			
ALABAMA.																								
20 Jun. '60	65.0				50.6			Alabama and Florida	1,451,386			877,953	503,500	105,255	1,515,704	54.0			101,102	87,896				
28 Feb. '60	30.3				58.1	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3			55,791	81,852				
31 May '60	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6			207,626	111,232				
30 Jun. '60	57.0				171.3			Mobile and Girard	1,500,000							57.0		226,791	76,773	21,006				
1 May, '61	469.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000									1,402,858	695,370					
29 Feb. '60	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.0			505,156	260,269	6			
ARKANSAS.																								
2 Nov. '58	38.5				107.5			Memphis and Little Rock	553,877			351,524	446,000	10,725	811,949									
CALIFORNIA.																								
20 Dec. '60	22.5							Sacramento Valley	1,493,850			793,850	700,000		1,493,850	22.5			230,251	104,594				
CONNECTICUT.																								
31 July '63	23.8		1.9		4	7	45	Danbury and Norwalk	347,940	66,483		307,060	100,000		422,290	23.8	46,938	65,909	36,666	5				
31 Jan. '64	122.4		15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337					
31 Aug. '64	61.6	11.2			22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,900,000	927,000		4,280,000	69.2	458,245	1,232,307	885,219	17	217			
31 Dec. '64	74.0		8.9		10	12	272	Housatonic	2,439,775		28,200	2,000,000	191,000	47,900	2,685,438	124.0	208,329	428,518	150,702					
31 Dec. '63	67.0		1.3		7	15	177	Naugatuck	1,460,193			1,031,800	805,050		1,460,193	62.0	129,574	265,387	13,968	8				
29 Feb. '64	61.0		2.6		8	17	26	N. Haven, N. London and Ston.	1,454,040			738,535	650,000	156,429	1,644,967	62.0		156,663	78,631	34		117 1/2		
30 Nov. '63	61.9	8.9	9.3		9	13	84	New Haven and Northampton	2,205,204	28,748		1,010,000	650,000		2,363,942		211,836	270,672	54,299	8	58			
31 Dec. '64	66.0		5.9		8	12	84	New London Northern	724,536			555,805	51,000		810,982		570,410	424,772	720,462	12	120			
31 Mar. '64	61.3	1.0	63.8		29	75	406	New York and New Haven	4,721,932	764,877		3,572,800	2,000,000		6,612,367	117.4	344,463	631,728	244,471	7 1/2	98			
30 Nov. '64	69.4	7.0	8.2		18	17	392	Norwich and Worcester	2,463,983	149,711		2,338,000	607,000	10,962	3,238,531	66.4								
DELAWARE.																								
31 Oct. '60	84.3		10.7					Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466					
31 Oct. '62	16.2							Newcastle and Frenchtown	704,800		18,535	744,320		6,024	749,544	5.0		27,283	10,290	9				
FLORIDA.																								
								Florida																
30 Apr. '60	32.0				3	1	6	Florida and Alabama	532,791	30,536		191,435	195,000	75,894	619,112	32.0		7,857	3,535					
30 Nov. '62	69.9		5.0					Fla. Atlantic and Gulf Central																
30 Sep. '59	100.0	3.9	10.0	153.5				Pensacola and Georgia																
GEORGIA.																								
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389			1,250,000	126,000		1,597,385	86.7		418,036	265,827	8	125			
30 Dec. '60	63.0		8.7	70.9				Atlanta and Gulf—M. Trunk				733,700	129,500			30.0								
30 Apr. '60	43.5							Augusta and Savannah	1,032,200			151,837				53.0		168,988	95,612					
30 Nov. '60	191.0		23.7		53	62	697	Brunswick and Florida	755,000			4,366,800			5,090,178	229.0	879,468	1,715,025	764,574	10				
31 Mar. '60	171.0	61.0			19	16	171	Central of Georgia (and Bank)	4,566,800		1,003,650	4,156,000	312,500		8,123,343	232.0	1,159,188	528,043	8	100				
30 Nov. '60	102.5				19	16	171	Georgia (and Bank)	1,500,000			1,500,000		12,295	1,658,976	102.5	226,241	404,618	212,676	19	72			
31 July '59	60.0				3	2	107	Macon and Western	774,244	162,534		669,950	249,000		1,028,885	60.0		202,714	110,516	8				
1 May, '58	63.1				3	4	33	Muscogee	1,386,634	52,374		1,275,901	10,200	180,621	1,475,140	71.6								
31 July '60	106.1	100.8	16.2		18	20	201	Savannah, Albany and Gulf	3,770,425			2,921,900	896,500	19,913	3,822,913	228.8		888,853	13					
30 Sep. '59	138.0				52	24	705	South Western	5,901,497			built and owned by State.				138.0		832,343	454,541					
ILLINOIS.																								
31 Dec. '64	220.0				49	32	939	Chicago and Alton	8,308,919		659,100	4,203,300	4,054,000		9,866,598	220.0	1,104,197	2,770,454	1,273,518	7 1/2	92			
30 Apr. '64	240.0	096.0	47.0		98	60	1,775	Chicago, Burlington and Quincy	11,749,270	2,178,055		6,571,140	6,128,031		14,837,839	394.0	1,955,519	3,090,211	1,350,499	8	107			
1 Apr. '63	242.0				20.0	36	705	Chicago and Burlington and Quincy	12,325,889	510,983		3,731,316	8,335,000	226,641	13,147,136	242.0		1,083,084	448,608		24 1/2			
31 Mar. '65	181.8				59	69	1,196	Chicago and North Western	7,804,923			6,000,000	1,450,500		9,484,582	228.4	1,212,654	3,359,391	1,891,706	6	98			
31 Dec. '63	121.0	138.7	50.0		74	51	1,196	Chicago and Rock Island	8,040,194	1,366,988	525,451	6,028,400	3,506,000		10,952,115	341.7	1,484,066	2,201,481	1,279,400	6				
31 May '63	174.5	5.5	14.3		21	22	504	Galena and Chicago Union	4,039,561			1,645,561	2,350,000		4,214,342	180.0		742,097	377,476		65 1/2			
31 Dec. '64	454.8	252.5			128	78	3,327	Great Western	29,675,110			20,880,160	13,232,000		38,080,110	708.3	3,386,550	6,329,447	2,468,194	8	122 1/2			
1 Jan. '65	111.0				15	14	252	Illinois Central	3,850,955	461,000		2,653,955	1,391,000		4,344,955	111.0		4,907,374	210,950					
31 Dec. '63	195.0	14	12.2		31	30	424	Toledo, Peoria & Warsaw	10,600,000			3,900,000	6,700,000		10,600,000	209.0	18 mos.	2,202,415	704,650		33			
INDIANA.																								
								Cincinnati and Chicago	2,080,433			1,106,679	1,006,125			108.0								
31 Aug. '57	109.0							Evansville and Crawfordville	2,233,413			986,061	1,219,100		61,772	2,283,748	109.0		249,867	119,342				
31 Dec. '62	72.4				19	17	266	Indiana Central	1,667,039	274,081		26,641	611,050	15,900	2,102,761	109.0		442,898	158,541		72			
31 Dec. '58	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043		1,689,900	1,362,284	140,689	3,458,108	110.0		448,858	280,834	9	100			
31 Dec. '64	84.0				16	19	313	Ind., Pittsburg and Cleveland	2,735,556			1,572,000	997,000		2,975,578	84.0	384,589	771,768	307,832					
1 Dec. '62	78.0		11.0		15	14	201	Jeffersonville	1,549,518		278,334	1,015,907	621,000		2,175,223	108.0	312,569	527,863	268,156					
31 Mar. '64	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,464,347			819,900	640,000		1,538,733	132.0		315,172	117,941	6	100			
30 Nov. '64	73.0				21	28	440	Louisv., N. Albany & Chicago	6,000,000			2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,40		86 1/2			

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.	Liabilities.					Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.	
						Passenger.	Freight, etc.			Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.								Floating Debt.
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	p. c.		
MAINE.																						
30 Nov. '62	55.0				6	4	74	Androscoggin	1,050,000			151,833	444,638		205,584	757,381	36.5	76,344	79,781	43,461		
30 Jun. '62	149.0		25.0		41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,068,491		7,983,476	149.0	oper. by Gd. Trk.	172,113	91,487		45	
30 Sep. '61	68.0		8.0		12	11	120	Kennebec and Portland	2,871,264			1,287,779		271,143	2,990,998	109.6	189,953	172,113				
31 May, '63	99.7	9.5			18	20	231	Maine Central	4,211,878		21,925	1,050,860	3,068,491	139,352	4,250,308	100.2	186,240	323,032	174,028			
31 May, '64	81.3				10	4	109	Portland, Saco and Portsmouth	1,500,000		100,000	1,500,000			1,649,414	51.3	154,991	350,853	188,121	6	98	
31 May, '69	87.0							Somerset and Kennebec	783,763			169,200	556,600			61.0		55,408	28,404			
MARYLAND.																						
30 Sep. '62	279.6	7.2			226	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,664	286.8	1,953,769	4,481,859	3,054,653	6	111	
30 Sep. '62	30.0				7	33	107	Washington Branch	1,650,000			1,650,000			2,332,282	39.0		778,417	628,589	9	127	
31 Dec. '64	138.0	4.0	25.0		60	47	3,529	Northern Central	7,947,041	1,104,744	122,775	3,344,860	4,850,000		12,273,647	261.0	1,099,348	3,061,669	1,085,387	11	45	
MASSACHUSETTS.																						
30 Nov. '64					8		7	Boston, Hartford & Erie	9,971,981	249,748		8,500,000	3,806,000	169,363	12,475,363		4,323,213	650,999	182,610	6	99	
30 Nov. '64	26.7	1.8	10.8		24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	4,323,213	650,999	182,610	6	99	
30 Nov. '64	74.3	8.8	61.1		26	73	720	Boston and Maine	3,884,161	476,975		4,076,974			4,911,728	164.3	737,505	1,272,000	443,332	8	110	
30 Nov. '64	47.0	7.0	32.5		32	63	432	Boston and Providence	2,958,000	202,000		3,160,000	27,720		3,698,159	61.8	457,640	1,117,340	393,908	9	121	
30 Nov. '64	44.6	24.0	60.8		26	69	809	Boston and Worcester	4,062,584	437,416	100,000	4,500,000		229,061	5,557,510	83.6	638,622	1,471,985	487,864	10	118	
30 Nov. '64	46.0	1.1	2.7		7	15	41	Cape Cod Branch (par 60)	907,760	123,865		881,666	102,900		1,103,581	47.1	82,108	161,203	78,265	6	106	
30 Nov. '64	60.0	2.4	9.6		12	22	158	Connecticut River	1,614,376	187,560		1,591,100	260,000		2,079,944	52.4	223,318	472,321	165,932	6	100	
30 Nov. '64	44.2	30.5	27.6		31	74	459	Eastern	3,996,179	329,765	264,102	3,158,000	1,667,200	237,200	5,059,400	89.0	527,236	1,040,139	480,423	6	89	
30 Nov. '64	61.0	42.5	75.8		25	35	457	Fitchburg	3,189,851	850,149		3,540,000			3,846,886	93.4	134,622	888,352	809,341	8	109	
30 Nov. '64	12.4		2.5		10	17	240	Lowell and Lawrence	332,883	80,275		200,000	75,000	3,374	368,921	(Op. by B. & L. Co.)	17,500			5		
30 Nov. '64	14.5		17.2		10	17	240	Nashua and Lowell	553,919	95,684		600,000		59,495	699,362	71.0	186,647	291,618	63,019	8	115	
30 Nov. '64	20.1	1.6	1.2		4	17	86	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500		719,500	36.7	54,272	220,820	43,527	7	105	
30 Nov. '64	33.0		0.7		6	6	26	N. York and Boston Air Line	1,314,916	82,880		788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492		10		
30 Nov. '64	98.5	8.8	27.6		26	66	458	Old Colony and Fall River	3,923,876	334,503		3,609,600	462,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	105	
30 Nov. '64	43.4	1.0	14.9		14	18	103	Providence and Worcester	1,409,307	213,183		1,700,000			1,700,000	44.4	236,408	470,978	159,118	8	140	
30 Nov. '64	16.9		1.7		3	4	197	Salem and Lowell	382,470	81,543		243,305	226,900	727	470,931	(Op. by B. & L. Co.)	17,500			11	110	
30 Nov. '64	61.1		86.5		11	13	180	Troy and Greenfield	3,057,916	207,343	248,495	2,214,225	924,960		3,932,547	77.3	151,327	342,297	134,363		48	
30 Nov. '64	69.3	8.0	5.5		75	63	1,149	Vermont and Massachusetts	10,175,943	1,095,713		5,150,000	6,267,520		14,986,959	218.0	1,430,223	2,996,854	1,178,712	10	150	
30 Nov. '64	166.1	17.3	126.6		10	12	148	Worcester & Nashua (par 53)	1,088,898	116,000		1,411,000	76,000	51,390	1,268,390	45.7	194,712	338,285	137,605	7	89	
NEW HAMPSHIRE.																						
31 Mar. '63	93.5		5.6		14	10	232	Boston, Concord and Montreal	2,850,000			1,800,000	1,050,000		2,992,686	93.5		247,279	124,406		62	
30 Nov. '63	53.6		8.0		18	16	246	Cheshire	2,475,846	322,266		2,085,925	685,400		2,969,852	53.6	338,025	382,183	130,645	2		
31 Mar. '63	34.5				21	22	494	Concord (par 50)	1,500,000			1,500,000			1,564,606	61.3		470,078	126,286	7	57	
31 Mar. '63	29.3		2.5		2			Manchester and Lawrence	1,065,345	*		1,000,000	12,300	20,904	operated by Concord R. R.			83,524		7	106	
31 Mar. '63	29.3		2.5		2	4	80	Merrimac and Conn. Rivers	698,258	*		595,588	568,000		698,258	52.7		37,791	11,913			
31 Mar. '63	69.2	13.0	12.6		24	14	424	Northern New Hampshire	3,068,400	*		3,068,400	220,700	59,114	3,248,214	82.0		366,846	163,718	4	78	
30 Apr. '63	24.7		2.2		6	2	50	Sullivan	1,480,730	*		500,000	750,000		277,210	24.7		81,121	13,183			
NEW JERSEY.																						
31 Dec. '62	64.2		8.1					Belvidere Delaware	3,170,126	*		997,862	2,089,500	173,982	3,261,344	76.0		259,921	113,533			
31 Dec. '62	63.9	32.2			8			Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181			124.2		3,040,148	1,728,548	10	126	
31 Dec. '62	63.9							Camden and Atlantic	1,837,386	*		1,000,553	1,037,376	117,095	2,155,024	60.2		144,386	65,128		5	
31 Dec. '63	64.0		48.0		100	51	29	Central of New Jersey	5,901,676	773,000	609,636	4,620,180	2,000,000		7,708,800	64.0	812,041	1,941,276	1,127,244	10	176	
31 Dec. '63	58.0		45.5		11	16	91	Morris and Essex	1,674,061	*	57,000	1,167,800	340,000	87,080	1,549,880	53.0		293,857	103,615	7	116	
31 Dec. '63	33.3							New Jersey	3,640,516	448,573	1,461,396	4,397,900	642,500	400,017	5,735,474	33.8		1,286,600	694,914	10	150	
31 Dec. '62	31.3				2	6	17	Northern New Jersey	422,297	*		166,850	204,200	77,798	438,798	21.2		90,618	29,592			
31 Dec. '62								Raritan and Delaware Bay	2,450,417	*		1,203,553	1,250,000	143,608	2,597,161		[2 mos.]	10,588	24,242		65	
31 Dec. '62	24.6							Warren	1,907,750	*		1,307,750	600,000		1,907,750	24.0		239,889	154,908	6	103	
31 Dec. '62	38.5		47.					West Jersey	821,984	*		551,893	212,500	31,743	821,984		82,936	90,122	43,625			
NEW YORK.																						
30 Sep. '63	85.0		1.0		8	6	36	Albany & Susquehanna	1,192,179	64,859		978,670	120,000	34,888	1,257,037							
31 Dec. '63	48.9		3.1		8	8	140	Atlantic and Great Western	2,587,725	*		908,996	1,587,665		2,587,725	48.9		329,223	176,095			
30 Sep. '63	142.0		18.0		28	41	600	Buffalo, New York and Erie	3,369,088			850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	817,213	10	108	
30 Sep. '63	63.3		14.5		82	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,061,750	1,149,000		3,660,000	88.0	595,428	1,691,944	635,584	10	200	
31 Dec. '64	140.0	97.																				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.									
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.		
PENNSYLVANIA.																							
31 Dec. '93	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000			5,634,039	100.0		360,215	171,286			
31 Oct. '94	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000			3,634,000	148.0	316,747	390,489	149,013	8		
31 Oct. '94	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		966,900	375,000			1,335,500	74.0	179,968	394,962	193,901	8	13 1/2	
31 Oct. '94	113.0		57.0		77	20	5,214	Del. Lackawanna and West'n	7,295,995	2,324,490		6,832,960	3,491,500	606,321	10,930,771	204.5	1,622,327	1,884,948	721,782	20	160		
31 Oct. '94	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009				
31 Dec. '94	78.0		10.0		16			Elmira and Williamsport	2,027,652	*		1,000,000	1,620,000			2,620,000	78.0	308,770	656,618	43,741	24	30	
31 Oct. '94	18.6		8.0					Erie and Northeast	700,000	*		600,000	400,000			1,000,000	18.5	163,520	486,788	189,007	10		
31 Oct. '94	81.0		2.6		5	9	153	Erie and Pittsburg	1,538,878	192,609		256,500	900,000	637,886	1,794,886	81.0	71,880	163,502	55,456				
31 Oct. '94	36.0	18.0	17.7					Harrisburg and Lancaster	1,892,550			1,182,550	700,000			1,882,550	54.0	oper. by Penn.			7	56	
31 Oct. '94	32.0		1.3		44.0	3	3	Hempfield	1,016,468	41,341		1,809,665	1,000,000	100,000	2,909,665	32.0	21,760	50,103	7,966				
31 Oct. '94	43.5	14.5	11.0		6.0	15	4	Huntingdon and Broad Top	2,012,243			1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	385,280	143,472		20 1/2		
31 Oct. '94	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,678	149,014	3,508,692	80.0	356,571	698,596	301,041				
31 Oct. '94	70.0	17.5	63.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,262	1,462,154	20	59		
31 Oct. '94	28.5	6.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	900,000	61,152	3,687,252	oper. by Reading R. R.					6	20	
31 Oct. '94	130.5		63.3		31			Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000					7 1/2	56		
31 Oct. '94	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	346,401		25		
31 Dec. '94	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,336,315	5,604,810	19,890,060	16,634,840		43,520,356	356.9	5,846,778	14,759,037	4,065,113	10	56 1/2		
31 Oct. '94	17.0	3.0	22.0		18	45	101	Phila. Germant'n & Norristown	1,139,079	282,399		1,355,100	815,500		1,673,100	24.0	253,739	423,147	207,893	8	54 1/2		
31 Oct. '94	297.6		29.1					Phila. and (Sunbury) Erie	15,780,623			5,013,054	9,940,000	10,500	14,963,584	oper. by Penn. R.R. Co.					15	47	
30 Nov. '94	152.0	48.8	206.5		216	81	14089	Philadelphia and Reading	18,998,276	5,736,480	784,788	20,072,323	7,271,879		27,716,253	509.5	3,328,229	9,289,341	4,308,150	10	146 1/2		
31 Oct. '94	28.2		24.3					Philadelphia and Trenton	960,400	*		999,200	280,000		1,249,200	28.2	175,447	524,066	177,668	10	58 1/2		
31 Oct. '94	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300			6,637,300	692,000		9,349,300	197.0	839,238	3,308,560	1,385,200	10	69 1/2		
31 Dec. '94	59.5		7.2		89.5	12	11	Pittsburg and Connellysville	3,277,466	163,004		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	316,723	101,569				
31 Dec. '94	468.3		108.5		197	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330			8,181,128	12,657,000		23,942,670	468.3	8,940,773	17,104,668	3,019,067	10	96		
31 Oct. '94	28.0		6.2					Shamokin Valley & Pottsville	1,178,773	112,824		600,000	791,597		1,369,597	Gen. North'n	87,070	226,318	107,490	10	40		
31 Oct. '94	26.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,983		684,036	1,009,096	162,312	1,855,448	26.4	118,698	273,232	149,817				
31 Oct. '94	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000		965,137	29.6	96,666	298,338	211,817	8	43		
RHODE ISLAND.																							
31 Aug. '93	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	258,800				62.0	297,700	421,757	199,155	8 1/2	11 1/2	
SOUTH CAROLINA.																							
31 Dec. '98	54.9				47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	704,365	195,266	197,905	1,099,536	51.9		283,263	161,536	6		
31 Dec. '98	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	884,000			1,099,536	109.6		341,190	125,871			
1 Jan. '99	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000		246,546		164.5		220,014	90,145			
28 Feb. '99	102.0							North-Eastern	2,011,652			985,743	960,410		108,172	2,067,326	102.0		1,499,636	701,943	7		
31 Dec. '99	136.0	106.0			62	59	790	South Carolina				2,643,833											
TENNESSEE.																							
30 Sep. '90	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6			26,967	19,187			
1859.....	30.0				12	10	171	East Tennessee and Georgia	3,637,367			1,289,673	2,020,000	200,000		140.0			318,718	187,496			
1859.....	140.0				10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142		177,806	149,167			
1859.....	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	290,112	7,627,797	291.0			1,635,096	873,597			
1859.....	271.6	16.0	20.0		3.9	9	642	Memphis and Ohio	2,259,287	141,144		570,000	1,361,000	145,000									
1859.....	100.0		30.6		55.8			Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000										
1859.....	59.0				40.1	7	5	119	Mississippi and Tennessee	1,137,400		798,285	554,949	519,518		59.4	69,870	177,256	60,029				
1859.....	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666				
1859.....	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892				
30 Nov. '90	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882			2,056,544	1,731,000			169.0		734,118	337,384	6			
1859.....								Nashville and Northwestern				595,922	880,000	204,544		45.8	57,950	127,953	87,243				
1859.....	45.8		4.2		11.7	5	6	Tennessee and Alabama	76,016	76,016		216,922	413,000	408,477		30.0							
1859.....	30.0		0.6		8.0			Winchester and Alabama															
TEXAS (all aided by State).																							
-- '98	32.0				158.0			Buffalo Bayou, Braz. & Col'do								32.0							
-- '98	56.0				184.0			Galveston, Houston & Henderson								56.0							
-- '90	50.0		1.5		75.0	2	1	40	Houston and Brazoria	1,250,000		275,000	240,000	171,500		50.0	31,300	32,870					
1 May '90	70.0		6.0		280.0	7	5	124	Houston and Texas Central	4,232,345		455,000	975,000	369,000		70.0	102,200	282,846	196,568				
-- '99	26.0				110.0			San Antonio & Mexican Gulf								26.0							
VERMONT.																							
31 May '94	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000		3,036,333	90.7	139,877	308,850	167,430				
31 Aug. '93	119.6		16.0		26	25	558	Rutland and Burlington	3,991,706	556,275		2,233,376	3,257,471	895,219	6,886,166	119.6	449,351	423,027	112,163				
31 Aug. '93	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	62.5	186,761	185,474	67,785				
31 May '93	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		1,600,000	3,500,000	1,500,000	10,000,000	117.0	836,269	941,045	262,887				
31 May '93	42.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	oper. by Vt. Central					8	99 1/2	
30 Jun. '93	23.7		0.9		4	6	30	Vermont Valley	1,212,274	89,612		516,164	798,200		1,301,886	23.7	48,995	61,267	26,451				

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds	Rate.	Par.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	0		
Baltimore and Ohio, (pref.)	3,000,000	7	7		
Berkshire (guarantied)	900,000	7	7		
Boston, Concord & Montreal (pref.)	1,354,000	6	6	70	
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	7		
Camden & Atlantic (preferred)	620,800	7	7	25	
Catawissa (preferred)	1,150,000	7	7		
Chemung (guarantied)	380,000	7	7		
Cayuga & Susquehanna (guarant.)	343,500	7	7		
Cheshire (preferred)	2,017,925	7	7	44	
Chicago & Alton (preferred)	2,425,900	7	7	95	
Chicago & Northwestern (pref.)	2,400,000	7	7	54	
Coehecho (preferred)	117,750	7	7		
Ct. & Passumpsic Rivers (pref.)	1,235,300	10	10	60	
Cumberland Valley (1st preferred)	241,900	8	8		
" (2d preferred)	243,000	8	8		
Detroit & Milwaukee (preferred)	1,500,000	8	8		
Dubuque & Sioux City (preferred)	1,987,514	7	7	72	
Elmira, Jeff. & Canadawaga (guar.)	500,000	7	7		
Elmira & William-port (preferred)	500,000	7	7	45	
Erie (preferred)	8,835,700	7	7	81	
Hannibal & St. Joseph (preferred)	5,233,856	7	7	81	
Harrisburg & Lancaster (guar.)	1,182,100	7	7		
Houston (preferred)	1,180,000	8	8	104	
Indianapolis & Madison (pref.)	407,900	8	8		
Kennebec & Portland (preferred)	372,000	6	6		
Lackawanna & Bloomsburg (pref.)	500,000	7	7		
Marquette & Cincinnati (1st pref.)	5,105,384	7	7	40	
" (2d pref.)	3,424,169	7	7	30	
Michigan S. & N. Indiana (guar.)	2,183,000	10	10	140	
Mil. & Prairie du Chien (1st pref.)	2,773,500	8	8	93	
" (2d pref.)	1,014,000	7	7	76	
Milwaukee & St. Paul (preferred)	2,235,000	7	7	82	
New Haven & Northampton (guar.)	1,010,000	4	4		
New York & Harlem (preferred)	1,500,000	8	8		
Niagara Br. & Canadawaga (guar.)	1,000,000	6	6		
Paterson & Hudson (guarantied)	630,000	8	8		
Paterson & Ramapo (guarantied)	248,000	6	6		
Peoria & Bureau Valley (guar.)	1,200,000	7	7		
Philadelphia & Reading (pref.)	1,551,800	7	7		
Philadelphia & Trenton (guar.)	1,000,000	10	10		
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82	
Pittsfield & North Adams (guar.)	450,000	6	6	100	
Port, Seo. & Portsmouth (guar.)	1,500,000	6	6		
Railroad & Burlington (preferred)	382,700	8	8		
" (preferred)	608,176	8	8		
St. L. Alton & Terre Haute (pref.)	1,700,000	6	6	94	
Toledo & Wabash (preferred)	984,700	7	7	94	
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	7		
" (2d pref.)	1,044,473	7	7		
Troy & Greenbush (guarantied)	274,400	6	6	52	
Vermont & Canada, (guarantied)	1,000,000	8	8		
Warren (guarantied)	1,207,750	8	8		
White Mountains (guarantied)	300,000	8	8		
Wrightav. Y. & Gettysburg (guar.)	317,050	8	8		

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6 J. & J.	1886	92	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870		
" sterling	4,375,000	5	1890		
Preferred bonds	1,700,000	6	18		
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	95	
Delaware & Hudson:					
1st Mortgage	600,000	6 J. & D.	1865	110	
2d Mortgage	600,000	6 M. & S.	1870		
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7 J. & J.	1865		
Interest Certificates	101,990	6	1868		
Lehigh Navigation:					
1st Mortgage	414,008	6 M. & S.	1870	91	
Six per cent. Loan	2,432,274	6 A. & O.	1884		
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863		
2d Mortgage	57,000	6	1865		
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	100	
2d Mortgage	295,750	6		97	
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	40	
Schuylkill Navigation:					
1st Mortgage	1,764,530	6 M. & S.	1872	87	
2d Mortgage	3,980,670	6 J. & J.	1882	77	
Improvement	508,500	6 M. & N.	1876	84	
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1865		
Mid sig. loan converted	200,376	5	1865		
Mortgage bonds	963,000	6	1878	53	
Preferred Interest b'ds.	227,569	6	1878	27	
Union, (Pa.)					
1st Mortgage	2,800,000	6 M. & N.	1883	19	
West Branch & Susquehanna:					
1st Mortgage, s'kg fund	450,000	6 J. & J.	1878	78	
Wyoming Valley:					
1st Mortgage	650,000	6 J. & J.	1878	96	

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	65	53
Chesapeake and Ohio	100	8,224,595		
Delaware Division	100	1,633,350	29	
Delaware and Hudson	100	10,000,000	10	44
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	58,000		
Illinois and Michigan				
Lehigh Navigation	50	4,282,960	6	54
Monongahela Navigation	50	726,800	3	
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	115
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,932,457	21	
" (preferred)	50	2,722,007	27	
Susquehanna and Tide Water	50	2,048,200	8	
Union	50			
Union (preferred)	50	2,750,000	14	
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	50

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Joop and Scroll, 1½ to 1½ cents per lb.; Pig, 49 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1 (cash)	per ton 40 @ 45
Pig, American, No. 1	35 @ 36
Bar, Swedes, assorted sizes (in gold)	@ 92 50
Bar, Swedes, assorted sizes	STOCK PRICES.
Bar, English, Refined	100 @ 170
Bar, English, Common	105 @ 110
Bar, English, Common	95 @ 100
Bar, American, Common & Refined	140 @ 230
Band, English	155 @
Horse Shoe	135 @ 145
Road, English	105 @ 155
Hoop, English	140 @ 220
Nail Rod	per lb. 9½ @ 10½
Sheet, Russia	per lb. 24 @ 25
Sheet, English, Single, Double and Treble	74 @ 104
Sheet, Am. Single Double and Treble	74 @ 104
Rails, English (gold)	per ton 85 @ 90
Rails, American	85 @ 90
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.	
English, Cast (1st & 2d qty.)	per lb. 19 @ 24
English Spring (1st & 2d qty.)	12 @ 14
English Blister (1st & 2d qty.)	13 @ 20
English Machinery	14 @ 16
German	15 @ 17
American, Blister	13 @ 16
American, Cast, Hammered	20 @ 22
American, Cast, Rolled	13 @ 16
American Spring	13 @ 14
Milan (in bond)	@
COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 43 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.	
Sheathing, New (suits)	per lb. @ 45
Sheathing, Yellow	@ 35
Pig, Chile	@
Boils	@ 45
Braziers	@ 45
American Ingot (cash)	29½ @ 30
LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Galena	per 100 lb. @ 9
Spanish	@ 9
German Refined	@ 9
English	@ 9
Bar	per lb. @ 12
Pipe and Sheet	@ 10
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.	
Banca	per lb. @ 27½
Straits	@ 26½
English	@ 24
Plates, Charcoal I. C.	per box 12 50 @ 13
Plates, I. C. Coke	9 75 @ 11 50
Terne, Coke	9 50 @ 10
Terne, Charcoal	13 25 @ 13 50
NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 6d. (cash)	per 100 lb. 5 @ 5 25
Clinch (cash)	6 @ 6 50
Horse Shoe, Forged (cash)	per lb. @ 30
Wrought, English (cash)	@ 50
Assable Horse, Norway Iron, Forged	@ 35
Zinc Nails (6 mon.)	@ 20
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity	34½ @ 34½
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test)	71½ @ 72
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)	62 @ 62½
Naptha, Refined (60 @ 68 gravity)	48 @ 50

New York Stock Exchange.

Actual Sale Prices for the week ending June 21.
Th 15.F.16 Sat 17.M.19, Tu.20 W.21.

American Coal Co.					
At. & Gt. W. (O) 1st m'h.					
Buffalo, N. Y. & E. I. M.					
California 7s					
Cancon Co.	38½	38½	38½	37½	37½
Central Am. Transit.					
Chicago & Alton		92			
" pref.	95				
" 1 M.	97			95	96
" Inc. b'ds	85				
Chicago, Burl. & Q.		108		108	
" 8 p.c. 112					
Ohio & Northwest	27	28	25½	24½	24½
" pref.	66½	65½	66½	63½	64
" 1st M.	79½		79		79
" 2d M.					
" S. F.					
" A. B.					
" I. B.					
Chicago & Rock Isl.	102	100½	100½	99½	97
" 1st M. 70.					
Clev., Col. and Cin.					
Clev. & Pittsburg	63	67½	70	69½	65½
" 1 M.					
" 2 M.					
" 3 M.					
" 4 M.					74
Clev. and Toledo				106	
" S. F. 7 p.c.			93		
Cumberland Coal, pref. 42½	42½	42½	42	39½	41½
Del. & Hudson Canal	143	144			
Del. & Lack. & West	150				
" 1 M. S. p.c. 71-6					
" 2 M. S. p.c. 81					102½
Erie	78½	78	78	77½	74½
" pref.		84½		81½	
" 1 M. 7 p.c. '67	102				
" 2 M. 7 p.c. '79					
" 3 M. 7 p.c. '83					
" 4 M. 7 p.c. '80					93
" 6 M. 7 p.c. '88					
Galena and Chicago					
" 1 M. 7 p.c. '82					
Hann. & St. Joseph					
" pref.					
" bonds					
Hudson River	110	107½	109½	109½	109
" scrip					
" 1 M. 7 p.c. '69			103½		
" 2 M. S. F.				100	
" 3 M. 7 p.c. '75					
" conv. bonds					
Illinois Central	124	124	123	122½	121½
" Can. b'ds.					
" bonds		115			
Marquette & Cin. 1st pref.					
" 2d					
" 1st mort.					
Mariposa Mining Co.	11½	12½	13½	12½	12½
Michigan Central	112			111	111½
" S. F. S. p.c. '82				112	
" conv. S. p.c. '69					
M. S. and N. I.	65½	65½	65½	65½	62
" guard'd					
" 1 M. S. F.				96	
" 2 M.			87		
Mil. and P. du Chien	39	38½	37		36
" 1st pref.					
" 2d pref.					
" 1st M.					
Minnesota Mining Co.					
Miss. & Mo.					
" L. G. bonds			36½		
Missouri 6s	71	71	72½	73½	73
" 1st H. & St. J. R.			79		
" Pacific	70½	71½		73½	
New York Central	95	95½	95½	94½	92½
" Real Estate					
" 7s. S. F. '76					
" 7s. conv. '76					
" 6s. S. F. '83. 91½	92				
" 6s. S. F. '87					
N. York & Harlem					
" pref.					
" 1 M. 7 p.c. '78					100½
" 2 M. 7 p.c. '64					
" 3 M. 7 p.c. '67					
North Carolina 6s	73	73		71	70
Ohio & Missa. cer.		25½	25	26½	24½
" pref.					
Pacific Mail S. S. Co.					
Panama		145			
Penn'a Coal Co.	98½	97	97	96½	94½
Phila. and Reading	98½	97	97	96½	94½
Pitts. Ft. W. & Chicago	98	96½	96½	96½	94½
" 1 M.	101½				
" 2 M.				95½	
" 3 M.					
Quicksilver Mining Co.	52½		51½	52½	
St. L., Alton & T. H.					
" pref.					
" 1 M.					
" 2 M. pref.					
" Inc. b'ds.					
Tennessee 6s, 1890	74	73½	73	72½	
Toledo & Wabash					
" Pref.					
" 1 M. ex.				90	
" 2 M.					
" Int'b'ds.					
Virginia 6s		58	59	60	

New York Stock Exchange.

Actual Sale Prices for the week ending June 21.

Th 15. F. 16. Sat. 17. M. 19. Tu. 20. W. 21.

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
U. S. 5s, 1871, coup.	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
U. S. 5s, 1874, reg.	97	97	97	97	97
U. S. 5s, 1874, coup.	97	97	97	97	97
U. S. 5s, 1865, coup.	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
U. S. 5s, 10-40s, coup. 96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
U. S. 5s, 10-40s, reg. 94	94	94	94	94	94
U. S. 5s, 1881, reg.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
U. S. 5s, 1881, cou. 109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
U. S. 5s, '81, O.W.Ly.	110	110	110	110	110
U. S. 5s, 1881, " 4y	114	114	114	114	114
U. S. 5s, 1887, reg. 113	113	113	113	113	113
U. S. 5s, 1868, reg. 110	110	110	110	110	110
U. S. 5s, 1868, coup. 114	114	114	114	114	114
U. S. 5s, 1 year certif. 99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
U. S. 5s, 5-20s, coupon 103	103	103	103	103	103
U. S. 5s, 5-20s, new 103	103	103	103	103	103
U. S. 5s, " reg. 102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
7.30 Notes, 1st series	147	147	147	147	147
" " 2d series	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2
American Gold	147	147	147	147	147

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 20.

W. 14. Th 15. F. 16. Sat. 17. M. 19. Tu. 20.

Beaver Meadow	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Cattawissa	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
" preferred	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Camden & Amboy	126	126 1/2	126 1/2	126 1/2	126 1/2
" " 6s, '87	89	89	89	89	89
" " 6s, '70	89	89	89	89	89
" " 6s, '75	89	89	89	89	89
" " 6s, '83, 89	89	89	89	89	89
" " 6s, '89	89	89	89	89	89
" mort. 6s, '89	89	89	89	89	89
Ches. & Del. Canal 8s '86	89	89	89	89	89
Del. Div. Canal	89	89	89	89	89
Elmira & Wmport	89	89	89	89	89
" " pref.	89	89	89	89	89
" " 7s	89	89	89	89	89
Harrisburg	56	56	56	56	56
Lehigh Navigation	54	54 1/2	54 1/2	54 1/2	54 1/2
" " 6s, '70	59	59	59	59	59
Lehigh Valley R. R.	59	59	59	59	59
" " 6s	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Little Schuylkill R. R.	7s	7s	7s	7s	7s
Long Island	56	56	56	56	56
" " 6s	56	56	56	56	56
Minehill	56	56	56	56	56
Morris Canal	115	115	115	115	115
" " pref.	115	115	115	115	115
" " 6s, '76	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
North Pennsylvania	24	24	24	24	24
" " 6s, '86	85 1/2	85 1/2	85 1/2	85 1/2	85 1/2
" " 10s	10s	10s	10s	10s	10s
Northern Central	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
Pennsylvania R. R.	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
" " 1st m.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
" " 2d m.	87	87	87	87	87
Penn. State, 5s	89	89	89	89	89
" " 6s, coupon	89	89	89	89	89
" " 6s, W. L.	101	101	101	101	101
Philadelphia City, 6s	86	86	86	86	86
" " new. 90	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Philad. Germ. & Nor.	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
" " 6s, '88	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
" " 6s, '70	94	94	94	94	94
Philadelphia & Erie	92	92	92	92	92
" " 6s	92	92	92	92	92
Philad. & Sunbury, 7s	90	90	90	90	90
Schuylkill Navigation	21	21	21	21	21
" " pref.	29	29	29	29	29
" " 6s, '82	78	78	78	78	78
" " 6s, '76	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
" " 6s, '72	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
Sunbury and Erie, 7s	78	78	78	78	78
Susq. Canal	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
" " 6s, '78	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
Union Canal, pref.	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
" " 6s, '83	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
West Br. Canal 6s '78	50	50	50	50	50
Wyoming Valley Canal	50	50	50	50	50
Arch street, (Horse)	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
Chestnut & Wal.	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
Green & Coates	12	12	12	12	12
Race and Vine	79	79	79	79	79
2d and 3d streets	79	79	79	79	79
Spruce & Pine	79	79	79	79	79

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 20.

W. 14. Th 15. F. 16. Sat. 17. M. 18. Tu. 20.

Baltimore City 6s, 1875	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
" " 1880	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
" " 1870	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
" " 1890	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Balt. and Ohio	112	112 1/2	112 1/2	112 1/2	112 1/2
" " b'ds, '82	102	102	102	102	102
" " " '87	102	102	102	102	102
" " " '75, 101 1/2	102	102	102	102	102
" " " '80	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
" " " '86	100	100	100	100	100
Northern Central	45	45 1/2	45 1/2	45 1/2	45 1/2
" " b'ds, '86	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
" " " '93	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2

Boston Stock Exchange.

Actual Sale Prices for the week ending June 21.

Th 15. F. 16. Sat. 17. M. 19. Tu. 20. W. 21.

Boston and Lowell	114	110	110	110	110
Boston and Maine	118	118	118	118	118
Boston and Providence	118	118	118	118	118
Boston and Worcester	118	118	118	118	118
Cheshire, pref.	45	45	45	45	45
Concord	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Connecticut River	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Eastern, Mass.	78	78	78	78	78
Eastern, N. H.	78	78	78	78	78
Fitchburg	78	78	78	78	78
Manchester & Lawr'ce	78	78	78	78	78
Michigan Central	78	78	78	78	78
Northern, N. H.	78	78	78	78	78
Old Colony and Fall R.	60	60	60	60	60
Pb. Wil. & Baltimore	60	60	60	60	60
Port'd, Saco & Ports.	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Vermont & Canada	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Vermont & Mass.	40	40	40	40	40
Western	130	130	130	130	130
Broadway (Horse)	92	92	92	92	92
Cambridge	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
Metropolitan	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
Middlesex	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
Central Mining Co.	36	36	36	36	36
Franklin	36	36	36	36	36
Ile Royale	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
National	21	21	21	21	21
Minnesota	16	16	16	16	16
Pewabic	59	59	59	59	59
Pittsburg	60	60	60	60	60
Quincy	63	63	63	63	63
Rockland	4	4	4	4	4

London Stock Exchange.

The following were the closing prices for American Securities on the 3d of June:

Maryland 5s	62	64
United States 6s, 1881	67	67 1/2
Do. 5s, 1874	48	50
Virginia State 5s	45	50
Do. 6 per cent.	36	33
Atlantic and Great Western	78	78
N. Y. sec., 1st mort., 1880, 7 per cent.	71	71
Do., 2d mort., 1881	71	71
Pennsylvania, 1st mort., 1877	72	71
Do., 2d mort., 1882	72	71
Erie shares, \$100 (all paid)	50	50 1/2
Do., 7s, preference	40	42
Do., 7s, 1st mort., 1867	55	60
Do., 7s, 2d mort., 1879	55	60
Do., 7s, 3d mort., 1883	54	58
Do., 7s, 4th mort.	48	52
Do., 7s, 5th mort.	50	55
Illinois Central 6s, 1875	78	82
Illinois Central 7s, 1875	61 1/2	61 1/2
Do. do. \$100 shares, \$90 paid, dis.	45	42
Do. do. \$100 shares, all paid	76	77
Marietta and Cincinnati Railroad Bonds	67	69
Michigan Central 8s, Convertible, 1869	63	68
Do. do. S. F. 1st mort., do., '52, x. c.	60	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	55
Do. do. do. \$100 shares	53	55
New York Central 6s, S. F., 1883	53	55
Do. do. 7s, 1864	60	65
Do. do. 7s, S. F., 1876	60	65
Do. do. 7s, Convertible, 1876	50	55
Do. do. \$100 shares	55	60
Panama, 1st mortgage 7s, 1865	98	100
Do. 2d mortgage 7s, 1872	101	103
Pennsylvania, 1st mort., 6s, Convertible	81	83
Do. 2d mort., 6s, do.	81	83
Do. \$50 shares	35	40
Philadelphia and Reading, \$50 shares	33	35

American Railroad Journal.

Saturday, June 24, 1865.

Stock Exchange and Money Market.

The market has shown but little excitement since our last issue. Gold has risen several per cent, and on Tuesday went back for a time to nearly its old rate, having retreated from the 40s to the 30s, and this notwithstanding a considerable export. We have always been of the opinion that considerable amounts of money were employed in the street by friends of the Confederates and the Confederates themselves, to assist in keeping up the premium. The recent developments made public from official papers captured at Richmond and elsewhere, conclusively show that every effort, no matter how unjustifiable, was resorted to to injure the North during the contest, and there was every hope at the South that our financial power might successfully be

overthrown. The New York Stock and Money Market was considered a good field for the employment of Southern funds, and that they were used here is now proved beyond all contradiction, or rather by the confessions of the agents who engaged to perform this part of the incendiary in the programme. It having been proved before the military commission at Washington that \$25,000 had been remitted to a sympathising editor of this city, and by such testimony as was not to be disputed, the transaction is now sought to be explained by a statement put forth as a defence, that the money was sent by the rebel commissioner in Canada who had \$600,000 placed by Jefferson Davis at his disposal, to the editor here for the purpose of speculating in gold! The explanation is as bad as the charge, and shows that our suspicions of a traitorous attempt on the market had a good foundation. The truth which is said to lie at the bottom of the well, has come to the surface in a wooden bucket it is true, but it comes up at last. The amount of gold exported from this port whence almost the whole of our specie exports are made, have been since the 1st of January of the present year, about 5 months, \$17,521,047. It is curious to compare this with the exports of previous years for the same number of months. We find the differences both greater and smaller than we might at first suppose.

Same time—

1864	27,411,833	1857	20,056,996
1863	19,931,040	1856	12,236,930
1862	21,749,363	1855	15,696,472
1861	3,024,822	1854	14,364,938
1860	18,429,776	1853	7,918,836
1859	31,431,107	1852	10,518,262
1858	11,870,151		

Thus we see as far back as 1857 the export was two and a half millions or thereabouts more than during the present year; in 1859 nearly fourteen millions more; in 1862 four millions; in 1863 two millions and upwards; and last year about ten millions. And yet the country never seemed to be affected seriously or permanently by this large drain. Those therefore, who are predicting bankruptcy and "specie bankruptcy," especially from the present outgoes, do not seem to have profited by their experience of the past, and the fall in the premium after its late rise expected to keep on till the premium was 150, will have to wait a little longer to see their predictions verified. If this commodity of gold is so necessary abroad we are able to part with it. Our mountains are full of it, and its departure in large or small quantities will not retard our material progress. One cause of its recent rise is certainly legitimate, that of the increased travel to Europe the present season by individuals and families of means and wealth. The sums to be credited abroad to American travelers who have gone to Europe since the close of the rebellion would be found on examination to be very large, and will account for a good share of the late shipments. Our countrymen and countrywomen are fond of travel, and though many of the weaker sort are not much improved by it, we believe now that our country has so splendidly carried itself through a great and dangerous war, and so vindicated the power, indeed the superiority of our free institutions, that our countrymen will maintain their self-respect, and gain the good opinions of foreigners,

not by being their flatterers or imitators, but by bearing themselves as American citizens. In connection with this same subject we may remark that it is very evident our imports have been small during this same period already alluded to. The decrease of exports of British goods to the loyal States for example, during the month of May last is apparent from the official returns, and in the preceding month as appeared from the same authority, the exports from Liverpool in that direction were only £4,987,267, against £6,320,827 for the same time in 1864, and £5,402,166 in 1863. A late Liverpool paper of June 6, remarks also in connection with the foregoing, that while the number of steamers to the United States is increased "the amount of cargo they obtain is trifling even at the reduced rates now current." And for our part we do not see why some cargoes come here at all. Take for example from the Liverpool customs entries of British goods shipped to New York on the 31st of May, the following items as a specimen: 116 bales of woollen flock, 1 case of leather, 3 cases wrought leather, 32 tons bar iron, 4 cases of sewing cotton, 1 cask of stationery. It seems to us that any importer who pays gold for these articles had better have saved himself the trouble and also the premium on gold by making his purchases of these articles at home.

On the 1st of June we also find shipped to this port from Liverpool 12½ cases of essence of lemon, 2 bundles of beaver skins, 1 case vulture feathers, 20 cases essential oil, 200 bags sago flour, 82 cases and 7 casks of glass beads, 12 chests of indigo, 1 box of otto of roses, 1 case of parchment, 13 cases window glass, magnesia, gelatine, dressed skins, alumina, nickel, &c. Commerce is certainly a splendid idea, but a commerce which brings all these things to us second hand, when the most of them can be had here in abundance more directly, looks very much like a farce, and is not being conducted on sound principles. But anything will sell in this prosperous country, and the foreign merchants and manufacturers understand this perfectly and profit by the knowledge. We should suppose that we might much easier and cheaper obtain lemons in any form, as fruit or essence, nearer home, and as to gelatine or the product of bones, and nickel, we presume it would be quite unnecessary to send to England for these.

We make from Maxwell's Liverpool Price Current of the 6th inst., the following quotations which may interest some of our readers:

Flour—	s. d.	s. d.
English, Irish, Spanish & French, superfine per 280 lbs.	32 0	to 33 0
Ditto, extra superfine ... "	35 0	to 39 0
Canadian, sweet per 196 lbs.	22 6	to 24 6
States & Western extra. "	21 6	to 22 0
Baltimore & Phila. "	23 0	to 24 0
Ohio "	23 0	to 24 0
Ditto Choice "	25 0	to 26 0
Sour flour "	19 0	to 21 0
Indian Corn—		
Galatz and Odessa per 480 lbs.	28 9	to 29 0
Ibraila and Morea "	28 6	to 29 0
Italian "	28 6	to 29 0
American mixed & yell'w "	28 6	to 28 9
" new "	26 0	to 27 6

The amount of bullion held by the Bank of France, June 1, inst., was in sterling £19,635,000, and in the same day by the Bank of England £15,838,000, and the rate of interest in France during the last year has been uniformly lower

than in England. In both countries, however, there is now continual apprehension of something or other, indicative of the uncertainty of their financial and commercial future. The failure of a single native house in Bombay has actually caused a tremor in all the commercial circles of Great Britain. American business is certainly independent of and beyond the influence of any individual misfortune however great.

It is very natural with the circumstance of our having before us a large National debt, for which we are solely obliged to the mad and unjustifiable ambition, and the want of principle of a score of Southern politicians, that we should pay attention to the subject with reference to its final extinguishment, and the means with which to accomplish this. Thus we instinctively look over our great inventory of property, see when the day of payment falls due of the principal, and how the interest is to be provided for. Happily for us, the examination not like that of hopeless accounts, is perfectly reassuring.

Thus from time to time this JOURNAL has presented extracts from the Great Ledger, and our statistics have again and again shown that we are not only perfectly solvent, but that our earnings alone are amply sufficient to clear us from debt within a reasonable time. One fact we have recently seen stated which we have not hitherto noticed as it deserved. The annual production of the precious metals has been thoroughly tabulated and these tables are carefully studied all over the world. But how few are those who consider the annual value of the other mineral products of this country. The yield of our gold and silver mines is enormous, and is likely to increase, but who thinks of the other treasures that are being exhausted.

We find a recent statement which is worthy of notice. It is there said that we produce annually of

Coal 13,700,000 tons, value	\$82,000,000
Iron 750,000 "	37,500,000
Petroleum 2,200,000 bbls	24,200,000
Total	\$143,000,000

This throws gold and silver quite into the shade, as it is an element of great wealth and all the product of labor.

With regard to this National Debt, it seems however that while many, or rather the most of us desire to see it paid off as soon as possible, there are those who believe it best to retain it permanently. Therefore we were not surprised to meet the recent publication in support of this view of the subject from the house of Jay Cooke, the well known contractor for the Government 7-30s. The remarkable skill, energy and success with which he has managed his agency, are entirely without a parallel in the history of Finance, and completely throw into the shade any similar transactions in our time in any Bourse of Europe. Perhaps, becoming a little excited in the contemplation of what he has achieved, he has lost his way a little in the field of political economy, so that although he maintains with bold and dexterously arranged argument that our national debt is really a national blessing, we must totally dissent from that view of the subject. This question has been discussed over and over again by the best economists and the greatest financiers, and they have come to a very different conclusion. That a moderate

national debt may be turned to good account when it gives opportunities of investment to those who desire perfect safety and little trouble, and when the security is so good that it is cash and capital at the pleasure of the holder; when it becomes a standard of value for other stocks, like the British Consols, it is not so much to be dreaded, but when it becomes a heavy and pressing mortgage, when it requires even for the payment of interest onerous and inquisitorial taxation, when it presses upon labor and takes from it earnings that are really wanted for subsistence even in the most moderate way, then it is anything but a blessing. It is no answer to say that the money is left in the country, or is returned in dividends. Individuals may benefit by these last, but they are few compared with those who have to pay them. And if the principle was correct that the absorption of private capital, of income or earnings is not injurious to a country, then the whole might be taken without injury, which is absurd. The result soon would be bankruptcy, and the approach to this condition of things may be accurately calculated by the amounts thus taken from individuals, in proportion to their usual earnings.

The capital necessary to set industry in motion and enable it to bear taxation would be gone, and hopeless pauperism would follow. This is the received argument among the best European writers on the subject. The hundred and fifty millions now required to pay the interest on a debt of three thousand millions, added to the charges for supporting our army, navy and civil list, is just so much taken from the sweat of labor, from the pittance of the poor, from the limited incomes of the middle classes and these are together the vast majority of the most prosperous nation. We therefore disagree with Mr. Cooke in this matter, and so will all others except millionaires, contractors and the "new rich."

What we want is appreciation of our currency, so that a dollar bill may not at one time only buy 30 cents worth of an article and another 50 cents worth; a rapid reduction of the public debt; a diminution of taxation on the production of the principal necessities of life, and greater simplicity in the selection of taxable articles, with increased duties and charges on all articles of luxury, which will properly fall on those who have made the most money out of this war. The increase of expenditure which the increase of money has enabled a large class of operators and speculators to make, is precisely the opportunity for the Government to increase its revenue in a just and unexceptionable manner, while it may lighten the burthen of taxation on the middle and poorer classes of people.

The railway market is quite unchanged from the preceding week; it may be pronounced dull and is in the hands of broker interests that operate from day to day for themselves alone. They do not care a farthing for the roads, or for transportation, or for dividends, or for investments. What they want is to make money in the quickest manner, indifferent as to how they do it, if it can only be done. The record of such a market is of no sort of value.

The money market is plentifully supplied, and loans are frequently made as low as 4 per cent. Foreign exchange is without much demand, and it is sold at about par. Government stocks are

firm and a foreign demand is springing up for the new 7-30s. One million was taken early in the week by a foreign house for its principals abroad.

It is the interest of the exchange houses to show there is no cotton in the Country to go forward, or at least very little, and those who believe so are welcome to pay any price they are asked. All the information we have is of a contrary character. Our imports are light and so of course will be our exports, for we are able to supply ourselves to a much greater extent than at any period of our history. We see nothing alarming in this. The aggregate value of these exports from this port for the week ending June 20, exclusive of specie was \$2,455,906.

The balance in the Sub-Treasury on Tuesday was \$48,494,193.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 95¾; Michigan 6s, 1878, 92½; New York 7s, 1867, 98¼; Illinois coupon bonds, 1879, 95; Tennessee 5s, 55½; N. Y. 6s, 1866, 98; Kentucky 6s, 100; Brooklyn 6s, Water Loan, 96; Nicaragua Transit, 5; Western Union Telegraph Co., 81; Mariposa 1st mort., 40; Atlantic M. S. S. Co., 173; Cary Imp., 25; McGregor Western 1st mort., 71; Milwaukee and St. Paul 1st mort., 75; Long Island R. R., 80; Ashburton Coal, 10; Quartz Hill Gold, 5; Brunswick Land, 5½; National Bank, 110; Shoe and Leather Bank, 105; Central Bank, 101, 4th National Bank, 98; Bank of Commerce, 107½; Continental Bank, 98; Corn Exchange Bank, 108; Am. Ex. Bank, 116; Phoenix Bank, 105; Ocean Bank, 80.

Philadelphia.—Reading 6s, 1844-'80, 95¼; Hempfield R. R. 1st mort., 3 per cent.; Pittsburgh 5s, 72; Allegheny Co. 5s, 75; Hestonville R. R., 16½; 13th and 15th streets R. R., 23; Green Mt. Coal, 3½; Clinton Coal, 5½; Farmers and Mechanics Bank, 120; Consolidation Bank, 36½; Mechanics Bank, 28; Girard Bank, 52; Commercial Bank, 50; Atlas Oil, 5½; Amber, ¾; Big Tank, 1½; Bull Creek, ¾; Caldwell, 2½; Corn Planter, 2; Curtin, 4½; Cherry Run, 2; Duncard, ¾; Dalzell, 4½; Excelsior, ½; Egbert, 2¼; Glen Rock, 4½; Hibbard, ½; Horman, ½; Howe's Eddy, 1½; Hyde Farm, 2; Jersey Well, 1¼; Junction, 3; McIlheny, 2; Maple Shade, 1¾; Mingo, 2½; McClintock, 2; Mineral, ¾; Noble, 3; Oil Creek, 4; Royal, ¾; St. Nicholas, 1¾; Sugar Dale, 1½; Story Farm, ¾; Sugar Creek, 7; Tarr Home, 4; Tionesta, ¾; Upper Island, 1¼; Walnut Island, 2½; Winslow, ¾; The latest quotations are: City 6s, 87@88; do., new, 89½@90; State 5s, 89¾@90; do., coupon, 89@92; do., 6s, W. L., 100¾@101; Phila., Wil. and Balt., 59¾; Reading, 47@47½; do., 6s, 1870, 93@95; do., bonds, 95@96; Camden and Amboy, 126¾@127; Penn. R. R., 55¾@56; do., 1st mort., 104@104½; do., 2d mort., 98@98½; Little Schuylkill R. R., 25@30; Morris Canal, 80@86½; do., pref., 116@120; do., bonds, 87@96; Wyoming Valley Canal, 50@50; do., 6s, 93@94; Susquehanna Canal, 7¾@8¼; do., 6s, 48@48; Sch. Nav., 20@74; do., pref., 27@28; do., 6s, 1882, 78@80; Union Canal bonds, 19@20; Delaware Div. Canal, 29@31; do., bonds, 84@88; Elmira and Williamsport, 28@30; do., pref., 46@50; do., 7s, 1873, 96@100; do., Chatte 5s, 65@80;

Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 54½@55; North Pennsylvania, 24½@25¼; do., 6s, 87½@88¼; do., 10s, 107@108; Philadelphia and Erie, 21¼@21¾; do., 6s, 91½@94½; Minehill, 56@56¾; Catawissa, 12½@13; do., pref., 24½@25½; Lehigh Valley, 56@59; do., bonds, 94@96; Fifth and Sixth streets, (horse,) 40@48; Second and Third, 78½@80; Race and Vine, 11@12; West Philadelphia, 64@67; Spruce and Pine, 25@25; Green and Coates, 30½@35; Chestnut and Walnut, 49@50; Arch, 17½@20; Thirteenth and Fifteenth, 22@24; Girard College, 27½@28; Tenth and Eleventh, 47¼@49; Norristown, 54¼@54½.

Boston.—Rutland and Burlington 1st mort., 59½; do., 2d mort., 15; Vermont Central 1st mort., 69; do., 2d mort., 18; Boston, Hartford and Erie R. R., 9¾; do., 7s, 60; Northern (Ogdensburg), 2d mort., 30; Boston and New York Air Line 6s, 39; Boston Water Power Co., 31; Waverly Co., 3½; Cary Imp. Co., 25; Macomb Lead, 1¾; Rocky Mt. Gold, 10; Franklin Coal, 27; Belmont Coal, 4½; Bear Valley etc., Coal, 12½; Potomac Coal, 3¾; Mammoth Vein Coal, 10¾; Cambridge Gas, 97¾; Boston Gas, 737½; New Hampshire 6s, 1884, 92½; Massachusetts 5s, 1894, 95¾; Albany 6s, 1872, 99¾; Hallowell 6s, 1870, 91; Boston 6s, 1874, 100; State Bank, 69; National Bank, 98¾; Atlantic Bank, 99; Shawmut Bank, 99½; Columbian Bank, 118¼; Mave- rick Bank, 98½; North Bank, 99¾; Mt. Vernon Bank, 102; Bank of North America, 96; City Bank, 100¾; Merchants Bank, 104; Bay State Mining Co., 13½; Copper Falls, 19; French Creek, 50c.; Huron, 39½; Hancock, 8; Humbolt, 2; Madison, 2½; Mesnard, 2; Northwestern, 2; Star, 2¾; St. Clair, 4¾; Superior, 4¾; Toltec, 1; Tremont, 1½.

Baltimore.—Western Maryland bonds, 80; do., guaranteed, 98; N. W. Va. 2d mort., -97; City Passenger R. R., 17½; Maryland State 6s, 100½; Springfield Mining Co., 0.85; Bare Hill, 2.25; Balt. and North Carolina, 0.35; Copper Hill, 2.20; Penn. Gil., 0.80; Maryland Anthracite, 23½; Santa Clara, 18¾; Atlantic Coal, 0.75; Howard Bank, 10½; Franklin Bank, 12½; Bank of Baltimore, 104½. The latest quotations are: Balt. and Ohio, 112@114; do., 6s, 1867, 99@100; do., 1875, 101½@101½; do., 1880, 101@101½; do., 1885, 100@100; Northern Central, 45½@46½; do., bonds, 1885, 89½@90; N. W. Va. 1st mort., 96@96; do., 2d mort., 97@97; do., 3d mort., 23@30; do., guar., 93@95; Marietta and Cincinnati 7s, 1891, 87@89; Central Ohio 1st mort., 90@100½; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 80@80; do., guar., 96½@98½; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101; do., 1890, 100½@101; Baltimore 6s, 1870, 97½@99; do., 1873, 97@101; do., 1875, 100@100; do., 1886, 98½@100; do., 1890, 100¼@100¼; do., coupon, 99½@100; do., 5s, 1838-'70, 80@88; City Passenger R. R., 17@18; Canton Co., 36@36½; Gardner, 0.75@0.95; Gas Coal, 1.15@1.75; Maryland, 0.45@0.50; North State, 0.25@0.25; Springfield, 0.85@0.90; George's Creek, 102@108; Santa Clara, 18¾@19; Balt. Chrome, 1.15@1.65; Bare Hill, 1.50@2.25; Atlantic Coal, 0.75@0.90; Mineral Hill, 1.00@1.10; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.25@4.30.

Atlantic and Great Western Railway.

At a meeting of bond and debenture holders of this Company held in London on the 15th ult., Sir Thomas Peto in the chair, Thomas W. Kennard, Esq., the distinguished Engineer-in-Chief, reported the completion of the Main Line, including the extension to Cleveland, the Western Coal Fields, and Silver Creek Branches, with all the necessary stations, sidings, water tanks, etc. The total length now completed is—Main Line, Salamanca to Dayton, 386 miles; Cleveland Extension (broad gauge), 51 miles; Western Coal Fields Branch (Franklin to Oil City), 32 miles; Silver Creek (coal branch), 6 miles; total, 475 miles. Extensions partly constructed—Buffalo division, 70 miles; New Lisbon (coal branch), 30 miles; Erie and Niagara, Canada, 32 miles—132 miles; the company has also under lease for ninety-nine years the Mahoning Railway, 81 miles; total, 688 miles. The present position of the rolling stock is as follows: 91 locomotives in use; 35 ditto under construction; total, 126. Fifty-one passenger cars, 60 passengers each; 40 ditto under construction; total, 91. Sixteen baggage and mail cars, and 2,566 freight cars, carrying twelve tons each. The report was read to a large meeting of the English bond holders, with explanations from Mr. Kennard, who was present. Mr. Evans, the English Director of the Erie Railway was also present, and bore his testimony to the energy of Mr. Kennard and Mr. McHenry, and to the high character of Mr. L'Hommiedieu, the American Chairman of the Company. A vote of thanks was passed to Mr. Kennard and Mr. McHenry, and on a subsequent occasion Mr. Kennard was honored with a banquet at the Palace Hotel, London, Sir Morton Peto, occupying the chair.

Russian Railways.

We learn from the *Baltimore Sun*, that Mr. Thomas Winans and his brothers, who for the past few years have been residing in the vicinity of London, have recently entered into a contract with the Emperor of Russia for the running and keeping in order the railroad between St. Petersburg and Moscow, one of the greatest works of the kind in Europe, and which was originally built and stocked by them. Since the retirement of these gentlemen from the management of the road, some years since, its affairs have been in the hands of a French company, but not giving entire satisfaction to the Russian Government, the Messrs. Winans have again been sought out to manage it. The new contract is for eight years, and they are to receive eight millions of roubles per annum for the work—a rouble being worth seventy-five cents in American currency.

The following gentlemen have been elected directors of the Hudson River Railroad for the ensuing year: C. Vanderbilt, D. Thomas Vail, J. M. Tobin, Horace F. Clark, James H. Banker, Augustus Schell, Oliver Charlock, Smith Barker, Jr., Joseph Harkes, Dean Richmond, Wm. H. Vanderbilt, John Steward. At a subsequent meeting of the directors Cornelius Vanderbilt was elected President, and Wm. H. Vanderbilt Vice-President.

The Chicago and Northwestern railway company have let the contract for extending the line of their road from Green Bay to Shawano. The Peninsula Railroad from that point to Marquette, on Lake Superior, is now completed and trains are making regular trips.

Railroad Earnings--Weekly.

The earnings of the Michigan Central Railroad for the 2d week in June, 1865, were.. \$78,225 14
Corresponding week of previous year.. 61,833 93

Increase.....\$16,891 21

The earnings of the Chicago and Rock Island Railroad for the second week in June, 1865, were.....\$70,908 00
Corresponding week of previous year.. 54,412 00

Increase.....\$16,496 00

The Michigan Southern road earned the second week in June, 1865.....\$87,929 00
Corresponding week of 1864..... 69,300 90

Increase.....\$18,629 00

The earnings of the Chicago and Northwestern Railway for the 2d week of June, were.\$159,250 00
Corresponding week of 1864..... 137,739 00

Increase.....\$22,511 00

For two weeks from June 1st to 14th:

1864.....\$267,183 00
1865..... 318,796 00

Increase.....\$51,613 00

The earnings of the Marietta and Cincinnati Railroad for the second week in June, 1865, were:

	1864.	1865.
Passengers.....	\$16,903 92	\$7,137 37
Freight.....	10,298 99	9,235 87
Mail, express & telegraph	1,100 00	1,190 58

Total.....\$28,302 94 \$17,563 82

Total this month to date..\$46,096 94 \$32,549 85

Total for the fiscal year commencing Jan. 1..\$480,367 59 \$423,264 07

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending June 14, were:

	1865.	1864.
Passengers.....	\$2,660 54	\$2,696 75
Freight.....	13,105 78	13,790 63
Express.....	162 80	104 16
Mail.....	296 58	296 58

Total.....\$16,225 70 \$16,888 12

Previous week.....\$18,009 18 \$16,104 69

Receipts from January 1 to June 14:

1865.....\$245,427 90
1864..... 233,168 89

Increase.....\$12,259 01

The traffic of the Great Western Railroad for the week ending June 16th, 1865, was as follows:

Passengers.....\$31,021 03
Freight and live stock..... 23,446 17
Mails and sundries..... 2,734 44

Total.....\$57,201 64

Corresponding week of 1864..... 56,620 52

Increase.....\$581 12


The earnings of the Grand Trunk Railway for the week ending June 10, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers.....\$48,994 00
Express, freight, mails and sundries.. 4,036 00
Freight and live stock..... 76,265 00

Total.....\$129,295 00

Corresponding week, 1864..... 112,495 00

Increase.....\$16,800 00

 The Petersburg (Va.) News says that the Southside Railroad is already in the hands of its officers, who are diligently and successfully engaged in making the most extensive repairs.

Railroad Earnings--Monthly.

The earnings of the Atlantic and Great Western Railway for May, 1865, were.....\$480,422 00
Corresponding month of previous year 214,679 00

Increase.....\$245,743 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for May, 1865, were..\$177,625 10
Corresponding month of previous year 149,855 14

Increase.....\$27,769 96

The earnings of the Housatonic Railroad for the month of May, 1865, were.....\$38,044 50
Corresponding period of previous year. 30,615 18

Increase.....\$7,429 32

Railroad from Vera Cruz to Mexico.

The Paris *Moniteur* of May 15th has the following dispatch, dated Mexico, April 11, 1865:

As the work on the railroad from Vera Cruz to the capital and on that from Mexico to Chalco goes on, other lines of no less importance are projected, and will soon be carried out. *The Official Gazette* has just published a decree by which it concedes to M. Louis Binet the line from Mexico to Tautitlan, passing by San Cosine, Popotla, Zacuba and Tlalnapantla, according to the plans, grades and tracings of the double track, which will be presented in the space of three months by M. Binet to the Minister of Public Works.

The State engages to cede gratuitously the ground that belongs to it, and to obtain from municipalities, at very low prices, the cession of those which they own. The materials for construction will, during the time of construction, be free of Customs duties and other imposts.

One of the two roads will be opened for traffic in the space of two years. The line may be prolonged to Arroyozarco, and across the rich country of Bajio.

The Pacific Railroad.

The excitement of the war and the startling events which mark its close have almost entirely withdrawn attention from the progress of the great enterprise which is to unite the Atlantic and the Pacific in iron bonds. The work on the eastern division, commencing at Omaha, Nebraska, and striking due west for the passes of the Rocky mountains, is so far advanced that 100 miles of the road will be in running order in December next.

The heavy work on the first division of 100 miles is all confined to the first section, between Omaha and Elkhorn River, a distance (by the line of the road) of about 26 miles. Commencing at the Missouri River, at the foot of Farnham street, the first five miles of graduation is now nearly completely. It will be ready for the iron during the present month. This portion of the work is by far the heaviest on the first division of the road. By the first of July, the grade will be completed to a point 18 miles west of this city, and the remaining 8 miles (to the Elkhorn River) will be finished by the first day of August. From the Elkhorn River to Fremont, (37 miles west of Omaha,) much of the graduation is already completed. Between the Elkhorn and the Loup Fork of the Platte River, at Columbus, nearly 100 miles distant from Omaha by the line of the road, the work is very light. Two hundred men, with the aid of the patent excavators employed by the company on the work in the Platte Valley, will finish up at least one mile of grade per day from Fremont to Columbus. September and October will afford ample time to complete the graduation of the road to Loup Fork.

Between Omaha and Columbus there will be but three bridges—one over the Little Papillion, the second over the Big Papillion, and the third over the Elkhorn River. Howe trusses for these bridges are already completed at Chicago, and will be shipped to this point by rail and river in a few days. The masonry is under contract and progressing rapidly, and will be finished by the

time the grade is completed to the respective streams.

About 40,000 hard-wood cross-ties have already been prepared, and will be delivered at Omaha before the first of June, at which time it is proposed to commence laying the track.

For the purpose of supplying additional ties as the track laying progresses, the company have provided themselves with four steam saw-mills. One of these has been in operation in Washington County (14 miles north of this city) for nearly 12 months, and it is at this mill that 40,000 ties above mentioned have been prepared. The machinery for the second mill is lying at our landing. Logs for this mill will be rafted down the Missouri River from the heavily timbered districts north of the city.

Two other saw-mills have been shipped from the East, and are expected to arrive within the next ten days.

Hard-wood timber being scarce in this portion of Nebraska, the company have determined to use cotton-wood for cross-ties until they reach the western portion of the Territory, where red cedar can be obtained in sufficient quantities. For the purpose of rendering these cotton-wood ties as durable as oak, (and that this can be done has long since been attested,) the company have determined to resort to the process of Burnetizing. This process is similar to that employed for many years to prevent rotting of wood, and known as kyanizing. It is simply the expelling of the sap from the wood, by immersing it in a chemical preparation which enters the pores of the wood, and protects it against either dry or wet rot—at the same time rendering it practically fire proof, and as durable as the best oak or other hard wood.

The machinery employed in the Burnetizing process is an iron cylinder, one hundred feet long—diameter of bore, five feet and one inch. One of these immense cylinders, weighing fifty-five tons, was brought to this city on Monday, on the steamer Sioux City, from St. Louis, and is now at the landing. It will be placed in position for business within two or three weeks. Ties enough for half a mile of iron can be prepared for use every twenty-four hours.

A contract for the delivery of one million of brick by the first day of July next was made by the company a short time ago. The buildings to be erected during the present summer and fall will require very nearly, if not quite, two million of brick; but there will be no difficulty in procuring all that may be needed.

About six hundred laborers are employed upon the graduation, and the work of constructing the road is being pushed forward, in every department, with commendable energy.

Three locomotives will arrive from the East by the first of June, and the iron has been purchased (for the first 100 miles) in Pennsylvania, and will begin to arrive within the next three weeks.

We confidently expect that the first division of the road will be completed (to the Loup Fork at Columbus) by the first day of December. Such is the purpose of those who have the great work in charge, and they are certainly no physical obstacles in the way of its accomplishments. The same energy which is now exhibited in the prosecution of the work will complete it as far west as Fort Kearney by the first of December of next year.

With the building of this great national thoroughfare no longer doubtful, the rapid growth and prosperity of Omaha are fully assured. Situated as it is, at the initial point of eastern terminus of the greatest railroad in the world—on the western bank of the first navigable stream which is reached in passing from the Pacific coast to the Atlantic, and nearly equidistant between the two oceans—600 miles from any important commercial city—with a rapidly improving mining country west of us, dependent for its supplies upon the most accessible point on the Missouri River, from which these supplies can be obtained most readily and cheaply—who can doubt that we shall, with the completion of the first division of this highway of commerce, enter upon a business which

will increase, as the line extends westward, into a trade which is destined to render our city the chief commercial emporium of the Missouri Valley?—*Omaha Republican*.

Commerce with Algeria.

The Chamber of Commerce of Liverpool has recently resolved to send a delegation to Algeria for the purpose of ascertaining whether British trade may not be profitably extended in that direction.

This circumstance has induced us to look into the subject a little, for the purpose of ascertaining whether there is not an opening also for a trade between that country and the United States, and whether our New York merchants might not send regularly to Algiers some of their vessels, with the certainty of full freights both ways and a profit on both.

In the days of the Greeks and Romans the commerce of Northern Africa was extensive and important, and it seems strange that in our day, with all our immense advance in commercial principles, navigation, telegraphs and the use of capital, we should not be able to trade with advantage in places where the Greeks and Romans did. This at least is an inquiry which has excited the Liverpool merchants, and they are seeking an answer for themselves. The French writers who have been treating of the relations between the Empire and its African Colony impute its slow progress to the circumstance that its Government is a military despotism, that the sword is the only law, and that civil privileges and civil functionaries are dominated by the military power. Thus far the experiment has not been a very successful one for the French, but much is expected from the recent visit of the Emperor. In the meantime we are able to form some opinion of its resources and of the actual value of its trade.

In 1858 the value of all the imports into Algeria was 21,296,081*f*.; in 1859, 25,165,692*f*.; but in 1860 it fell to 18,152,449*f*.; 1861, 17,043,292*f*.; 1862, 17,775,136*f*.; and in 1863, 17,033,819*f*.; and the value of the exports from the colony was—in 1858, 11,429,425*f*.; in 1859, 7,604,401*f*.; 1860, 8,300,907*f*.; 1861, 11,568,970*f*.; 1862, 10,872,462*f*.; 1863, 15,328,468*f*. The share of England in this trade in the year 1863 (there is no return of a later date,) was:—Imports into Algeria: Coal (19,433 tons,) 291,503*f*.; grain, 177,919*f*.; pig iron, iron and steel, 131,451*f*.; cotton tissues, 124,092*f*.; tobacco and cigars, 92,659*f*.; machinery, 48,649*f*.; articles in skin and leather, 36,559*f*.; gall nuts, 31,140*f*.; jute tissues, 26,134*f*.; building materials, 25,785*f*.; woollen tissues, 23,695*f*.; olive oil, 23,337*f*.; wines, 22,623*f*.; medicinal roots, 20,763*f*.; indigo, 17,930*f*.; tobacco in leaf, 15,490*f*.; other articles, 137,108*f*.; total, 1,246,837*f*. Exports from Algeria: Wool, 2,331,932*f*.; grain, 2,076,740*f*.; reeds and canes, 1,284,870*f*.; oxen, 351,400*f*.; wheat, 114,668*f*.; woollen tissues, 78,624*f*.; cotton tissues, 77,818*f*.; hair, 76,580*f*.; skins, 68,995*f*.; tobacco in leaf, 54,347*f*.; horses, 51,800*f*.; straw plait, 50,260*f*.; other articles, 234,346*f*.; total, 6,852,380*f*. Small as these totals are, they include the imports from and exports to Gibraltar and Malta, as well as England.

The agricultural products of the colony are various and valuable. Of grain there are now produced annually about 27,000,000 bushels, and large quantities of hay, lucerne, madder, oil,

tobacco, fruits and vegetables. These last are beginning to be sent to France, and are said to reach even the Paris market. The Liverpool merchants would like to have some of these on their own tables, where variety is rare and dear. The production of wool has also increased and might be extended indefinitely. Silk might also be made a staple. The animals are excellent, the oxen are large, good workers and easily kept; the sheep are abundant and good. Asses, mules and goats abound. There are excellent mines of lead, copper and iron, the latter with a reputation equal to the Swedish. Cochineal, indigo and hops have been acclimated, and the forests contain timber suitable for ship building as hard as teak, and other kinds especially adapted to furniture. Marble is also abundant.

The principal imports into Algeria are cottons of English manufacture and shipped chiefly *via* Leghorn. Silks, spices, metals, hardware and earthen ware. The exports as entered upon the Custom House lists were in the form principally of oil, wax, hides, skins, ostrich feathers, coral, embroidered handkerchiefs, wool, rugs, corn and fruit. The chief ports under the control of the French besides Algiers, are Oran, Bona and Mostagan. The French system of weights and measures now prevails, and the money is similar, although the old piastre worth about 1 and 6*d*. sterling is yet common. To conquer Algeria cost a large expenditure of life and money during a fourteen years struggle. The revenues derived from the Colony have quadrupled from those of former years, but do not defray the expense of governing and retaining it.

There is but little doubt that our cottons, furniture, wooden and earthenware might be exchanged in considerable quantities for many articles saleable here. At all events if there be any of our readers looking about for a new scene of operations, we venture to suggest that Algeria may be worth trying.

Extension of the Atlantic & Great Western Railway to Buffalo and the Lakes.

A communication to the *N. Y. Times* dated Fort Erie, C. W., June 14, 1865, says: Quite an important work is now in progress here, to unite Buffalo with Lake Ontario by means of a tubular bridge and a broad-gauge railway from the terminus of the Buffalo extension of the Atlantic and Great Western railway. The "extension" starts from Randolph, Cattaraugus County, N. Y., (seventy miles), to Buffalo, thence across the Niagara River to Fort Erie, C. W., and thence by the Erie and Niagara railway, (thirty-two miles,) to the village of Niagara, on Lake Ontario, the whole of which is already graded and the iron being laid as rapidly as possible. The Erie and Niagara division is nearly complete, and as soon as finished will be equipped and operated with the rolling stock of the Great Western railway. The extension toward Randolph will be operated in like manner by the Atlantic and Great Western, which now forms an important link in the great chain of the broad-gauge lines from St. Louis to New York, via the Erie and the Ohio and Mississippi railways. The river is to be crossed by means of a tubular bridge, similar to the great Victoria Bridge at Montreal, (the charters having been obtained several years ago,) now to be worked into the grand scheme of connecting the oil and coal regions of Pennsylvania and the grain regions of the West with Lake Ontario, by the way of Buffalo and the Niagara.

While the work is progressing here, the repre-

sentatives of the several connecting companies are now in England, where the bulk of the stock is owned, and negotiations are in progress by which, as it is supposed, the entire line, bridge and all, will be incorporated into the Atlantic and Great Western railway, and constitute its individual outlet, independent of the Erie, by which alone it now finds egress to the ocean.

The report made last month to the London directors of the Atlantic and Great Western railway says: "The engagement with the Erie railway to supply rolling stock to the extent of five millions of dollars, for the purpose of the through traffic between New York and Cincinnati is being faithfully and energetically fulfilled by that company." It is shown that the receipts per mile have more than doubled from January, 1864, to March, 1865, viz.: from \$207,298 to \$447,815; and the restoration of peace, it is believed, will materially increase this result. This new extension to the lakes will be a still further means of augmenting the receipts of this flourishing company, for it is already substantially one enterprise, and must soon be so in name as well as in fact.

Western Maryland R. R.

A large and enthusiastic meeting was held at Emmittsburg, Md., on the 15th inst., having for its object the extension of the Western Maryland railroad from its present terminus at Union Bridge, Carroll Co., to Hagarstown. The entire route to Hagarstown is now surveyed, and most of it permanently located. The company however have decided, in order to accommodate the people of Emmittsburg and of Mechanicstown, to leave the selection of the route from the West bank of the Monocacy to the South Mountain to those in either vicinity who may subscribe most liberally; or, in other words, who take the largest amount of stock. Assurances were given that the road would be put under contract and extended as soon as the requisite subscriptions were made. It is said that liberal amounts have been subscribed within the last few weeks by the people of Washington Co., who are evidently in earnest in their efforts to procure the proposed extension of the road.

At the annual election of the Rome, Watertown and Ogdensburg Railroad Company the following gentlemen were elected directors for the ensuing year: William C. Pierrepont, Charles E. Bill, Samuel F. Phelps, John Ferguson, Marcellus Mussey, Edward Strong, H. Alexander, Jr., Springfield, Mass.; Calvert Comstock, Delos De Wolf, David Utley; Solon D. Hungerford, Adams; William Lord, Brownville; Talcott H. Camp.

The St. Paul and Superior Railroad Company have deposited \$20,000 in the State Treasury, to be forfeited unless they build 20 miles of their road the present year. The company intimate that they have the money provided to push the road to completion within three years.

The Raleigh Standard states that the line of travel is now open from Weldon to Petersburg. Travelers can go from Raleigh to Petersburg in twenty-four hours, and from Raleigh to Baltimore in forty-eight hours, by the way of Petersburg and Fortress Monroe.

The State Treasurer of Illinois has sent \$93,000 to New York to meet the July interest on the State debt. Fifteen thousand dollars of this amount is paid in gold.

The Jamestown Branch of the Cleveland road is now completed from Jamestown to Brownsville, a distance of twenty-four miles.

Central Pacific Railroad.

SAN FRANCISCO, June 18.—The cars of the Central Pacific Railroad are running up to Upper Gap, forty-three miles from Sacramento, and will probably go twenty miles further by the fall.

RAILROAD IRON.

1000 Tons, 56 lbs per Yard,
1000 " 50 " "

Shortly to arrive, for sale by

FOWLE & CO.,

Im-23 No. 11 South William St., New York.

FOWLE & CO.,

No. 11 South William St., New York,

Are prepared to contract for the

EARL OF DUDLEY'S CELEBRATED

ROUND OAK IRON,

AS FOLLOWS, VIZ:

For Flats, Rounds, Squares, Half Rounds, Ovals, Convex and Beveled Iron, Angle Iron, T Iron, Boiler Plates unsurpassed in quality, Sheets, Strips and Hoops. Delivered L. O. B. in Liverpool. 6m-24

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. W. COMPANY, PITTSBURG, May 31, 1895.

REGISTRATION OF STOCK.—Notice is hereby given that, in accordance with an order of the Board of Directors, the THIRD NATIONAL BANK OF THE CITY OF NEW YORK has been appointed Registrar of the stock of this company, and will be prepared to act as such on and after June 2, prox., at which time new certificates will be issued by the Transfer Agents at New York, Messrs. WINSLOW, LANIER & CO., No. 62 Wall street, and countersigned by the Registrar, either to the present or future shareholders, in exchange for those then outstanding. 21-23 G. W. CASS, President.

CHEAP AND PLEASANT**SUMMER TRAVEL.****RARITAN AND DELAWARE BAY R. R.****NEW YORK TO CAMDEN.**

FROM PIERS, N. R., DAILY, at 10.45 A. M., connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tucker-ton.

And 4.15 P. M., for Highlands, Middletown, Red Bank Shrewsbury, Eatontown, Ocean Port, Branch Port, Long Branch, Shark River, Farmingdale, Squamunk, Bergen, Manchester and Tom's River. Fare to Long Branch, \$1.

The splendid Steamer JESSE HOYT will leave as above, daily, at 10.45 A. M., for Camden direct, through in 5 hours. Fare \$2; Excursion tickets, good for three days, \$3.00.

From Camden take the West Jersey Railroad for Cape May and all parts of West Jersey.

Washington Iron Works,

NEWBURGH, N. Y.

ORDERS SOLICITED FOR ALL DESCRIPTIONS OF

RAILROAD CARS.

PASSENGER, BAGGAGE, MERCHANDISE, FLAT BOTTOM, GONDOLA, COAL & ORE CARS.

We also manufacture MARINE, STATIONARY and PORTABLE STEAM ENGINES and GENERAL MACHINERY, HEAVY FORGINGS, WROUGHT IRON RAILROAD BRIDGES, STEAM BOILERS, SUGAR CANE MILLS, SUGAR-PANS, CLARIFIERS, and REFINING MACHINERY, CIRCULAR SAW MILLS IRON and BRASS CASTINGS, &c. &c.

HOMER RAMSDELL, President.

GEO. M. CLAPP, Treasurer.

JOS. BELKNAP, Superintendent.

Address

Washington Iron Works,
Newburgh, N. Y.

W. R. Travers & Co.,**STOCK AND BOND****COMMISSION BROKERS,**

19 WILLIAM ST.

WILLIAM R. TRAVERS.

JOHN D. PRINCE.

H. J. MESSENGER,**BANKER,**

AND DEALER IN GOVERNMENT SECURITIES,

NO. 139 BROADWAY,

WILL RECEIVE SUBSCRIPTIONS FOR THE

NEW 7 3-10 NOTES,

And allow 1/2 Commission to Banks and Bankers.

ALL DENOMINATIONS OF THESE NOTES

ON HAND FOR IMMEDIATE DELIVERY.

ACCOUNTS OF BANKS, BANKERS, AND INDIVIDUALS RECEIVED ON FAVORABLE TERMS

Four per cent. interest allowed on Deposits subject to check at sight.

Government and Railway Securities Bought and Sold on Commission at the Stock Board.

C. W. BETTS.

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BETTS & DENSLOW,**Bankers & Stock Brokers,**

NO. 2 NEW STREET,

One door from Wall street, NEW YORK.

Gold, Government, State and Railroad Securities bought and sold on Commission, at the NEW YORK STOCK EXCHANGE.

The American Bell Comp'y

HAVE REMOVED TO

NO. 32 LIBERTY STREET,

Below Nassau Street, New York.

HAVE ON HAND

CHURCH, ACADEMY, AND FACTORY BELLS OF EVERY VARIETY.

Also, STEAMBOAT, SHIP, FARM, and PLANTATION BELLS at prices within the reach of all classes requiring a good and cheap Bell.

Langdon Rolling Mill Co.,

AT SPUYTEN DUYVIL, N. Y.

OFFICE: 141 BROADWAY, NEW YORK.

New Rail and Chair Iron furnished. Also Re-rolling on favorable terms.

J. LANGDON, President.

Stone, Quigley & Burton

WOOD, IRON, AND SUSPENSION

BRIDGE BUILDERS,

424 Walnut St., Philadelphia.

J. B. JAMES'

Rosendale Cement Works,

MANUFACTURE a superior quality of ROSENDALE HYDRAULIC CEMENT. Address

J. B. JAMES,

29 Cedar Street, New York.

J. F. D. LANIER, Pres. of Winslow, Lanier & Co. J. V. CULVER, Vice-Pres. of Culver, Penn & Co. PARKER HANDY, Vice-President.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID-IN CAPITAL.....\$1,000,000.

DESIGNATED DEPOSITARY OF THE UNITED STATES

AND AUTHORIZED AGENT OF THE TREASURY.

No. 25 NASSAU STREET, CORNER OF CEDAR, May 2, 1895.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates, with a paid-up Capital of \$500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to \$1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, their correspondents, together with Messrs. CULVER, PENN & CO., and their friends, being persons of well-known standing and large pecuniary means, have become the owners of its Capital Stock.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors, and will allow four per cent. interest to Banks and Bankers on their credit balances, rendering accounts current monthly.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents.

J. F. D. LANIER, President.

C. N. JORDAN, Cashier.

ESTABLISHED A.D. 1846.

Chas. Washburn & Son,

WORCESTER, MASS.

MANUFACTURERS OF

IRON WIRE

OF EVERY DESCRIPTION.

RIVET AND WIRE RODS,

Bar Iron & Blooms Rolled to order.

CHARLES WASHBURN.

CHARLES F. WASHBURN.

Warehouse, 45 Cliff Street, New York.

THE CENTRAL NATIONAL BANK,

318 BROADWAY,

Is now paying its Second Annual Dividend of 7 per cent. free of Government tax. The Capital of the Bank is to be increased to three millions, the new subscriptions to which are now nearly completed. The deposits of the Bank on the morning of May 2, were nearly fifteen million dollars.

3m-19 HENRY A. SMYTHE, Esq., is the President.

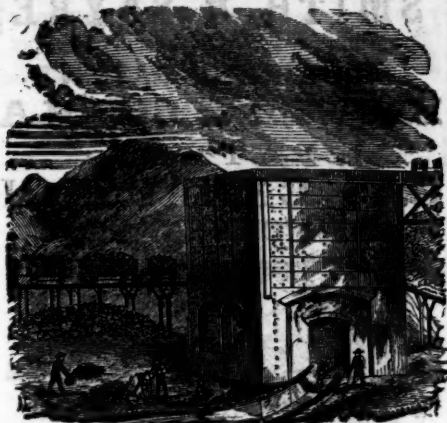
HUDSON RIVER CEMENT COMPANY.

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER, and MARBLE DUST, all of full weight, and of a fine and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS, etc., and for a variety of purposes "under water," such as DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS and BREAKWATERS. It is largely used for any sort of dry concrete and Underwater Works. Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent ARCHITECTS, ENGINEERS, CONTRACTORS and BUILDERS in AMERICA, being used in most every department of the Works under Government.

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing 300 lbs. of Cement—and shipped direct from the works at JERSEY CITY, N. J., (opposite the City of New York), at all seasons of the year, thus avoiding all unnecessary handling.

The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust; and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from Dealers, Contractors, Railroad Companies, Masons and others. Please address, N. J., or J. H. BUTTS, Secretary, Jersey City, N. J. Freight obtained by good vessels on the best terms, and Insurance when required.

**HIGHLY IMPORTANT TO IRON MASTERS.**

A large saving in the Manufacture of Iron can be insured by the use of

RACHETTE'S IMPROVEMENT
In the construction of

IRON FURNACES

A better quality of Iron guaranteed and most favorable inducements offered for its immediate adoption. For particulars address

CHARLES B. NORTON,
Secretary Rachtette Iron Furnace Co.,
3m-17 No. 17 WALL STREET, New York.

W. & S. BUTCHER,

SHEFFIELD, ENGLAND,

No. 54 Beckman St., New York.

Have received by recent importations a full assortment of BUTCHER'S CAST STEEL FILES. Also, WM. GOODLAD'S CAST-STEEL FILES. 6m-22

NEW YORK**Accidental Insurance Co.,**

No. 141 Broadway, New York,
FOR INSURING AGAINST ACCIDENTS of all KINDS.

CAPITAL, - - - - \$250,000.

PRESIDENT: WILLIAM A. BAYLEY.
SECRETARY: EDWARD GREENE.

SIMEON BALDWIN, Chairman Executive Committee.
EDWD W. LAMBERT, M. D., Consulting Physician.
SAMES W. ALEXANDER, Attorney.
HENRY A. BILLS, General Agent.

The business of this company is the insuring against accidents of all kinds, whether by travelling or otherwise.

Annual premium on \$10,000, without compensation, \$30; with compensation of \$50 per week in case of injury, \$50. Smaller amounts insured at corresponding rates.

A person insured against death only secures to his family the sum for which he insures if he is killed, provided the death occurs within three months from date of the injury.

IF AGAINST DEATH WITH COMPENSATION, the injured secures the amount for which he insures to his family in the event of death; and in case of personal injury the amount stipulated until he is able to attend to his affairs, or until twenty-six weeks.

GENERAL ACCIDENTS,

includes the Travelling Risk, and also all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assaults by Burglars, Robbers or Murderers—the action of Lightning or Sun-Stroke, the effects of Explosions, Floods and Suffocation by Drowning or Choking; where such Accidental Injury is the cause of Death within three months of the happening of the injury, or of total disability to follow his usual avocations.

INDUCEMENTS:

The rates of premium are very low. No MEDICAL EXAMINATION is REQUIRED, and those who have been rejected by Life Companies in consequence of hereditary or other diseases can effect insurance in this Company at a very small cost.

No better or more satisfactory use can be made of so small a sum.

IMPROVED LOW
Pressure Steam Warming
AND
Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St.,.....New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c.

WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

THE CHEMICAL GOLD

AND

SILVER ORE REDUCING COMPANY,

Assignees of the newly-patented process for the cheap reduction of Rock and Ores without Machinery.

Organized under the laws of the State of New York.

CAPITAL, - - - - - \$5,000,000.

50,000 Shares of \$100 Each.

PRESIDENT—Major-Gen. BENJ. F. BUTLER.

TRUSTEES:

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WM. H. HALL, Esq., of Hall, Southwick & Co., No. 384 Broadway, N. Y.

W. A. MELLE, Esq., late Claflin, Mellen & Co., N. Y.

GEO. B. WALTER, Esq., No. 64 Broadway, N. Y.

Dr. J. C. AYER, of Massachusetts.

Hon. FRANK FULLER, ex-Gov. of Utah, No. 25 Nassau street, New York.

Hon. GEO. S. BOUTWELL, ex-Gov. of Mass., ex-Com. Int. Revenue, now Mem. Congress from Mass.

Hon. LUCIEN BIRDSEYE, No. 170 Broadway, N. Y.

Hon. JAMES W. NYE, U. S. Senator from Nevada.

The Company offer 10,000 shares of their stock for working capital at \$50 per share, par value \$100; and also their royalties for sale to miners.

Particulars given at the office of the Company, No. 64 Broadway. Prospectus sent by addressing

3m-24 A. G. COOK, Secretary.

UNITED STATES
DISINTEGRATING
ORE COMPANY,

Is removed from 74 Broadway, to the new Marble Building, Nos. 155 & 157 Broadway,

FRONT OFFICE, SECOND FLOOR.

3m-15

New Haven Car Works,
NEW HAVEN, CONN.
Passenger and Freight
CARS

OF EVERY DESCRIPTION, ON HAND, AND BUILT TO ORDER, BY

GEO. T. NEWHALL, Proprietor.

U. S. 7-30 LOAN.

THIRD SERIES,

\$230,000,000.

By authority of the Secretary of the Treasury, the undersigned, the General Subscription Agent for the sale of United States Securities, offers to the public the third series of Treasury Notes, bearing seven and three-tenths per cent. interest per annum, known as the

SEVEN-THIRTY LOAN.

These Notes are issued under date of July 15th, 1865 and are payable three years from that date, in currency or are convertible at the option of the holder into

U. S. 5-20 Six per cent.

GOLD-BEARING BONDS.

These bonds are now worth a handsome premium, and are exempt, as are all the Government Bonds, from State, County, and Municipal taxation, which adds from one to three per cent. per annum to their value, according to the rate levied on other property. The interest is payable semi-annually by coupons attached to each note, which may be cut off and sold to any bank or banker.

The interest at 7-30 per cent. amounts to

One cent per day on a \$50 note.	
Two cents " " " \$100 "	
Ten " " " " \$500 "	
20 " " " " \$1000 "	
\$1 " " " " \$5000 "	

Notes of all the denominations named will be promptly furnished upon receipt of subscriptions.

The Notes of this Third Series are precisely similar in form and privileges to the Seven-Thirties already sold, except that the Government reserves to itself the option of paying interest in gold coin at 6 per cent., instead of 7 3-10ths in currency. Subscribers will deduct the interest in currency up to July 15th, at the time when they subscribe.

The delivery of the notes of this third series of the Seven-thirties will commence on the 1st of June, and will be made promptly and continuously after that date.

The slight change made in the conditions of this THIRD SERIES affects only the matter of interest. The payment in gold, if made, will be equivalent to the currency interest of the higher rate.

The return to specie payments, in the event of which only will the option to pay interest in Gold be availed of would so reduce and equalize prices that purchases made with six per cent. in gold would be fully equal to those made with seven and three-tenths per cent. in currency

This is

THE ONLY LOAN IN MARKET

now offered by the Government, and its superior advantages will make it the

GREAT POPULAR LOAN OF THE PEOPLE.

Less than \$230,000,000 of the Loan authorized by Congress are now on the market. This amount, at the rate at which it is being absorbed, will all be subscribed for within sixty days, when the notes will undoubtedly command a premium, as has uniformly been the case on closing the subscriptions to other Loans.

In order that citizens of every town and section of the country may be afforded facilities for taking the loan, the National Banks, State Banks, and Private Bankers throughout the country have generally agreed to receive subscriptions at par. Subscribers will select their own agents, in whom they have confidence, and who only are to be responsible for the delivery of the notes for which they receive orders.

JAY COOKE,

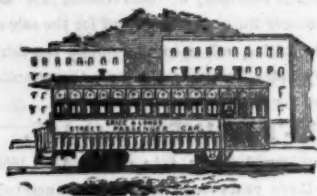
Subscription Agent,

No. 114 SOUTH THIRD STREET,

PHILADELPHIA.

May 15, 1865.

GRICE & LONG'S STEAM PASSENGER CARS.



GRICE & LONG
PATENTEES OF STEAM PASSENGER CARS,
FOR STREET AND OTHER RAILROADS,

AND

BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,

Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads. With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility. We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

SHEFFIELD STEEL WORKS,
ESTABLISHED IN 1848.

SINGER, NIMICK & CO.,
PITTSBURGH, PA.,

MANUFACTURERS OF ALL KINDS OF STEEL
Best Refined Tool Cast Steel,
LOCOMOTIVE AND CAR SPRINGS,
RAILROAD SPRING AND FROG STEEL,
MACHINERY, PLOW, BLISTER AND
SAW STEEL.

SICKLE, SHOVEL, FILE, HOE, FORK AND RAKE STEEL;
MOWER BARS, CROW BARS,
CRANK PINS, PISTON RODS.
Springs, Axles and Steel Tires, &c.
Warehouse, 83 Water Street.

SHAW & JUSTICE'S MERCURIAL RESERVOIR PRESSURE GAUGE,

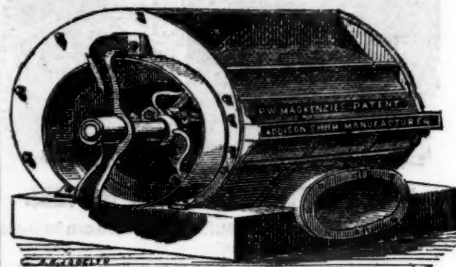
Possesses the following Advantages over other Steam Gauges:

- 1st. It measures Pressure by the ONLY TRUE TEST, viz: THE WEIGHT OF MERCURY;
- 2nd. No changes of temperature effect its truthful registry;
- 3rd. If injured seriously, the mercury falls and the instrument ceases to act; WHILE MOST OTHER GAUGES ARE EQUALLY SENSITIVE WHEN WRONG AS WHEN RIGHT—thus deceiving the Engineer when he has most need of a monitor;
- 4th. It is COMPACT, DURABLE and CHEAP. If broken it is easily repaired and at small cost;
- 5th. It has received the highest testimonials from some of the best Engineers and Railroad men in the United States, and is in use on many of the leading Railroads and in a large number of the Manufactories of this country.

Manufactured solely by the Patentee,

PHILIP S. JUSTICE } 14 N. 5th St., Philadelphia,
42 Cliff st., New York.

SMITH & SAYRE; PROPRIETORS AND MANUFACTURERS OF THE MACKENZIE PATENT BLOWER & CUPOLA, PATENT GAS EXHAUSTOR AND COMPENSATOR.



THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison. We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

SMITH & SAYRE, &
458 Broadway, N. Y.

WINANS' INCRUSTATION POWDER.

ONE to two pounds a week will prevent scale, and insure a clean boiler; six to ten pounds will remove old deposit, and without causing leaks. POSITIVELY no injury from its use, and no foaming, as has been proved by four years' test. Cost 25 to 40 cents a week, which is amply repaid in saving of fuel. Every one-sixteenth of this non-conducting stone lining, or scale, requires 14.7 per cent. extra heat to generate steam, and injures the iron proportionately, say from 8 to 25 per cent. to go to repair account. JAMES MILHOLLAND, Reading R. E., has used it in over 100 engines.

M. N. WINANS, 11 Wall St., N. Y.

OFFICE BELVIDERE DELA. R. R. Co.,

Mr. H. N. WINANS: Lambertville, N. J., April, 1893.
We have used your Powder for 16 months past, and I can detect no injurious effects, either to our Boilers or Engines. I have no apprehension of its doing injury, or I would not continue to use it, as I could do without it, but find the Locomotive steam better, consequently save fuel. It keeps our boilers tight, and does not foam, the flues and plates are clean and smooth, and I can detect no corrosion. N. S. CONADON, M.M.

Prince's Metallic Paint, AN INDESTRUCTIBLE COATING FOR IRON, TIN AND WOOD.

IT consists of seventy-two parts Oxide of Iron, and twenty-eight parts Cement Lime Stone in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or wood-work, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a spreading and covering power unequalled.

TERMS.
By the Barrel or Half Barrel, } FIVE CENTS
per pound.

A liberal discount made to parties purchasing by the ton. A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

Also, Prince's Imperial Black Paint, and Prince's Protoxide of Iron.

DANIEL SLOAN, Gen'l Agent,
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